

OBSERVATIONS

UPON

Several VOYAGES to INDIA Out and Home;

AS ALSO

REMARKS

ON

The Ports and Places Touched at in that Voyage;

With some Account of the Genius of the Natives and Inhabitants, their Customs, Laws, and the Trade of the several Countries.

*Illustrated with Sixty One curious Copper Plates, representing the several Harbours, Headlands, Rocks, Shoals, and Sands
in the Places herein-mentioned.*

By Captain HENRY CORNWALL.

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НЕИКА СОИИМУГГ



59d

To the Honourable

CHARLES BOONE, Esq;

President and Governour of Bombay, Surrat, Persia, Mocha, and all the Western Settlements

O F

I N D I A,

BELONGING TO

The Honourable EAST-INDIA COMPANY.

The following WORK being compleated, by the Observations I made when I was in Your Service, both Duty and Gratitude oblige me to Inscribe it to Your Name. I wish I had any other Way to exprefs the grateful Remembrance I have of Your Favours; but as I have not, I beg You'll give me Leave to do it in this publick Manner, and to assure You that I am, and ever will be, with the greatest Esteem and Gratitude,

S I R,

Your Faithful and

Devoted Servant,

HENRY CORNWALL.

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PREFACE.



Having sail'd many Years to East-India by the Help of Draughts and Books, which Experience shew'd me to be erroneous, I resolv'd to note those Errors, and publish this Book for a general Good; and as the Draughts hitherto extant, drawn by Hand, do not give a Prospect large enough for the Direction of unexperienc'd Pilots, in Discovering the Lands and Ports on the several Coasts, I have taken care to give distinct Prospects, and large enough for both. I have likewise added some slight Remarks upon the Genius and Manners of the Natives in those Parts, as well as some little Account of the Mogul's Government, in order to entertain the Persons of Quality and Gentry, who have encourag'd my Book, and can have no Taste of the Maritime part of it. Dr. Halley and Dr. Taylor, having view'd this Work, encourag'd the Publication of it; and I flatter my self, I shall deserve the Thanks of Mariners that sail in those Parts of the World by it; in the mean Time, if any able Mariner shall convince me of an Error, or be able to improve what I have done, by making farther Additions to it, I'll be the first to acknowledge and thank him for it.

H. C.

The INTRODUCTION.



E generally meet the North East Trade between the Latitude of thirty and twenty eight Degrees North, then you are to consider on which side the Cape *De Verd* Islands you are to run; I constantly went to the Eastward of the Island *St. Amey*, and touch'd at the Island *St. Jago*; upon leaving that Island I navigated so as to cross the Equator, upon a Meridian with it, that being at a good Point to avoid the Bite of *Guia*, as well as the hazard of falling on the *Brazel* Coast, which wou'd impend your Passage very much, so that we do not come so near by our Reckoning as One Hundred Leagues of it; we often meet the South East Trade in the North Latitude, and have carry'd it into thirty and thirty two Degrees South. A point of the Sheet in these long Voyages, and Trade-Winds-way, shortens your Passage. The South East Trade carries us in the Way of Westerly Winds, which we expect to meet between the Latitudes of thirty five and thirty seven Degrees South, and endeavour to run for the Cape between these Latitudes for fear of falling short, being very tedious to turn a-long shore thereabouts. When you approach the Bank or Soundings you'll see a great Number of Gannets, or if you make thirteen Degrees forty Minutes North Westerly Variation, you may conclude you are the length of it. You may Anchor in the Road from five to seven Fathom as Time and Season may encourage you, but in running in have regard to the Breakers that lye off *Pinguin* Island, which Island making two Channels, you run in and out of that Channel the Winds favour. I frequently made forty Degrees Meridian distance, East from *St. Jago*, and Longitude forty seven Degrees fifty Minutes, the Medium of my Accounts. Note, The Island *Johanna* lyes twenty two Degrees to the Eastward of the Cape. When we leave the Cape and proceed the outward Passage for *Fort St. George* or *Bombay* Island, we generally Navigate to fall in with the Head of the Island *Ceylon*, and run our Easting mostly down between the Latitude of thirty eight and thirty four Degrees South, having by Experience found the Winds very fresh and large in those Latitudes, and as they improve, you edge Northward, and command them as moderate as you please; some Ships have made the Pauls of *Amsterdam* in this Passage. You may expect the South East Trade between twenty nine and twenty seven Degrees South, as soon as you are the Length of the Southern Head of the Island *St. Lawrence*, you will make the greatest Variation being about twenty five Degrees North Westerly. Your South East Winds will run you near the Line, if not to the Northward, before they will begin to shuffle and struggle with the Monsoon, at which Time you may expect Squalls and Rain, intermix'd with Calms and Currents, till you are in a Port; your Navigation is intricate to hit the Head of *Ceylon* upon steering North after such a Run, so that your Variation is your greatest Guide, and was in 1718-19. two Degrees fifty Minutes North Westerly of the Head of that Island. I made Meridian Distance East from the Cape to this Island fifty three Degrees, and Longitude South sixty six Degrees, the Medium of three Voyages. You will not find our Draughts agree with our Experience, a plain Proof how little our Profession is encourag'd.

When you return for *England*, if from the *Malabar*-Coast, your first Caution is to avoid the *Maldiva*-Islands, and afterwards the Islands to the Southward of the Line.

If you come from *Bengall* or *Fort St. George*, the Islands I mention are out of the Question, and no Danger attending you till you are a-breast of the Island *St. Lawrence*, off which lyes *Deigrais*, and other Islands, which you must look out for, and not trust too much to your Draughts, which by Experience are very erroneous.

The Month of *January* is the Time most of our Ships leave *India* for *Europe*, at which Time the Easterly Monsoon blows you frequently cross the Line; but before the South East Trade proves constant, you may expect shuffling Winds with squalls of Rain, and at times Calm for a Week or more, according to the Place of the Sun: With the South East Trade you run for a westerly Wind, which are the Winds we double the Cape with, and avoid as much as possible falling short, being tedious to turn along-shore on either side. The better to inform you of your Landfall, I have drawn *Cape Falsoe* and *Cape Bona Esperance*. I made Meridian Distance, West, forty nine Degrees, and Longitude fifty five Degrees fifty four Minutes from *Cape Comarcen*; the Variation was thirteen Degrees forty Minutes North Westerly in 1719.

From *Fort St. George* I've frequently made fifty two Degrees Meridian Distance. When we leave the Cape, and are bound to the Island *St. Hellena*, which lyes nearest North West from thence, we steer mostly North West by North, it being a proper Point, with Allowance for the Variation, and likewise more proper, because you should fall in with the Latitude of that Island at least seventy Leagues to the Eastward the better to Command it. The South East Trade is often met in thirty two Degrees South, so that you command this Island as you please; it may be seen more than twenty Leagues, and you frequently see a Bird like a Dove, which are call'd *St. Hellena* Pidgeons, fifty Leagues or more to Windward of the Island.

I made twenty Degrees Meridian Distance from the Cape to it, and twenty one Degrees thirty Minutes Longitude, with five Degrees twenty Minutes North Westerly Variation in the Road, in 1719. Have regard you do not fail to Leeward of the Island, for it must be an excellent Sailor that recovers it again. I made seven Degrees twenty five Minutes Meridian Distance, West, from this Island to the Island *Ascension*, which lyes in eighty Degrees South Latitude, and is to be seen near twenty Leagues.

Your South East Trade frequently carries you to the Northward of the Line, and before you will find the North East Trade fix'd, you may expect squalls of Rain and Wind, intermix'd with Calms; with the North East Trade you run for a westerly Wind, borrowing all you can on the *Cape de Verd* and Western Islands: Many of our Ships have run near the Banks of *Newfoundland* before they have succeeded, but that happens according to the Time and Season. With those Winds we expect to compleat our Passage. I made two Degrees nine Minutes Meridian Distance, West, from *St. Hellena* to the Bolt, and eight Degrees fifty five Minutes, East, Longitude.

Observations

Observations of the Navigation on the Western Side of INDIA.

When to proceed from Surrat, Bombay, and the Mallabar Coast for Persia.

IF you leave *Bombay*, or any Port-therabouts, in *January* or *February*, endeavour, if Winds permit, to fall in with the Latitude of twenty Degrees North on the Coast of *Arabia*, where you may expect to make the Island *Mejera*, and you, by proceeding in this manner, will shorten your Passage to Cape *Roselgate* in the Latitude of twenty Degrees thirty Minutes North.

The last of *April* is as late as any one should attempt this Passage, and then you must hawl as near the Wind as you can, and if possible fetch the Gulph on one Board, which is very seldom done in this Month; being accounted a good Land-fall, in the Latitude of nineteen Degrees North on the Coast of *Arabia*; have a particular regard you do not fall on the *Persia* side of the Gulph, because in the Months of *May* and *June* the Winds blow between the North West and South West, which may occasion you to lose your Passage, and return to avoid the Violence of the approaching Monsoon.

When you come near the Island *Mejera* before mention'd in the Latitude of twenty Degrees North on the Coast of *Arabia*, being within six Leagues of it or the Main, you will have Soundings of forty five Fathom Ouze and Gravel, then keep along without twenty Fathom. You will know Cape *Roselgate* by a low, sneaking Point, which you will perceive mostly when you are Southward of it; and within the Point lyes the highest Land at that time in sight, and will appear so when you are abreast off this Cape. Three Leagues off you have no soundings, and when you endeavour to double it in *April*, *May*, or *June*, you must be bold and run near in, so as to Anchor if Wind or Current should be against you; there is no Danger but what is in sight, tho' there is Overfalls, which occasions every Pilot to keep his Lead going.

When you are abreast of *Muscat*, or the Island or Cape to the Eastward of it, you may borrow an Offing, and you will find the Winds in the South East Quarter mostly, then order your Course so as to fetch in with Cape *Museldome*, and as before have regard you do not fall on the *Persian* side, which may occasion you to lose your Passage; if you have a mind you may pass between the

Cape and Islands safely, otherwise keep near the Islands, and when you have doubled the Cape you may expect the Wind at West South West, or thereabouts; then go between the Islands *Ormonse* and *Arrack* to proceed for *Gomaroon*, where you may Anchor in four and a half and five Fathom Sand and Shells, the Island *Ormonse* bearing East South East, and a high Hill within *Gomaroon* North North West, at that time you will be one League off shore at a good Point.

Suppose you are bound for Persia from the before mention'd Coast, the beginning of the Easterly Moonsoon, viz. September, October, or November.

September is as soon as any Body ventures to Sea on this Coast, and then as well as in *December* I would advise as follows; direct your Course so as to make *Due Point*, on the Coast of *Cambaia*, and keep in sight of that Coast at times all the Way to *Persia*, especially to Cape *Jasques*, because the Winds have been experienc'd to blow mostly from the North North West to North North East the beginning of this Monsoon; have particular regard these Winds do not blow you on the Coast of *Arabia*, there you will, by Experience, of many, meet with troublesome Calms, which may hazard your Passage. From *Due Point* to *Sindy* the Coast runs South East and North West, from *Sindy* to Cape *Jasques* it runs East by South and West by North, and from thence to *Ormonse* South East by South and North West by North.

To return from Persia to Surrat, Bombay, or the Mallabar Coast.

The beginning of *September* is as soon as any Person cares to venture, in that Month you may expect to find small Airs at West North West and West; I advise you to pass between *Ormonse* and *Ar-*
rack

rack Island, then bend your Course for Cape *Jafques*; four Leagues off you'll have sixteen or eighteen Fathom Ouze, and from Cape *Jafques* to the Latitude of 23 Degrees North you'll find a Current running Southward, which have regard to least it hinders you farther Southward than the Port you are bound to. You'll find the Winds thereabouts variable between West and South, and sometimes Calm. When you are in twenty three Degrees fifty Minutes North, you may expect a Current, that supposing you have a mind to make an East South East way good, you must steer South East; this Current will attend you frequently into twenty two Degrees fifty Minutes North, beginning to go Southward there and the Winds Northerly; with these Northerly Winds you must pass *Due Point* about twelve or fifteen Leagues distance, and when you are in twenty Degrees thirty seven Minutes North Latitude, you will by steering a proper Course, have soundings of fifty two Fathom Sand and Shells, in nineteen Degrees fifty Minutes North, and by continuing the same Course that brings you here you will have soundings of twenty Fathom Sand and Ouze; these soundings are on the Banks leading to *Surrat*; then steer East by South, and in a very little time you will make Cape *St. John's*; be sure keep in twenty two Fathom till you make it, and are about five Leagues off the Land, or more, then may you shape your Course for *Surrat* or *Bombay* as you please, but if you are bound down the Coast, your Navigation is not so troublesome.

To sail between Bombay and Surrat.

After you pass the Sea-Reaf of *Old Womans Island*, come no nearer the Land than ten Fathom, till you pass the Point made by *Mallabar Hill*; to avoid the foul Ground in the back Bay, off *Basseen*, if you turn it, being Northward of *Mallabar Point*, you may go into seven Fathom securely; as soon as you are the length of *Basseen* you will make the River going in there, and a Hill which makes like a Table; then run a long in eleven and twelve Fathom Ouze till you pass *Jarapore*, and if you have hard soundings, stand off immediately; when you approach the high Land of *St. John's* you will see a Hill like a Sugar-loaf, if you have a mind to pass the Cape come no nearer than fifteen Fathom, and if you Anchor off it, let it be in seventeen or eighteen Fathom, to avoid the foul Ground that lyes thereabouts. If you have a fair Wind from the Cape to *Surrat*, you may run a long in ten and twelve Fathom Ouze; a little Southward of *Surrat* you will perceive some Trees on a sandy Bank higher than others, which are three Leagues Southward of that Road, and at a Distance look like an Island, the Hommock call'd *Gundiva* being the Northernmost high Land or Hommock by the Sea between *St. John's* and *Surrat*, as soon as you run Northward to lay that on your Deck, you may see the Ships in *Surrat* Road, and you will discern an old Tomb on the Larboard side of the River or Point going in, which directs you into the Road by bringing it North by East, and the Mouth of the River North North East about four Miles Distance, then you will have good Anchorage in seven and a half or eight Fathom Sand and Ouze; but if you fall into a small Bay Eastward of the River, where there is no Casts but Ouze, be sure run no nearer than six Fathom and a half, for fear of coming on a Bank at once. The Mouth of *Surrat* River is dry at half Ebb; if the Wind should be an end between *St. John's* and *Surrat*, you may turn all the way into seven Fathom Water soft and stand off into sixteen or eighteen Fathom, about four Leagues off the Land; but be sure put about upon the first hard Cast, for fear of the Sands in the Offing. In short your Channel is Ouze.

Some Marks or Bearings I observ'd between Bombay and Surrat.

Your long Marks for *Basseen* is a high Haycock and a square Table-Land Northward of it, trenching down in a quoining manner; the white Church of *Basseen* you will see six Leagues, then you'll make the Island of *Cows* being full of Trees, and lyes to the Northward of *Basseen* in shoal Water.

There lyes a Peak three Leagues Southward of the high Land of *St. John's*, rising periodically like one near the Bascs of *Ceylon*; this Peak is on the back of a scragged Range of Hills, which by my Quadrant is in the Latitude of nineteen Degrees thirty eight Minutes North. This Peak open'd to me when I was Northward off of the high Land of *St. John's*, as well as Southward.

There is a Town call'd *Kellee*, off which lyes a Ledge of Rocks; when I was in six Fathom Water the Town of *Kellee* bore North East half North five Miles, and the Rocks which range along-shore were North East half East, the Rocks lying to the Southward of the Town, and a Hill like a half Miter bore North East nearest.

Off *Demaun* I saw the Hommock call'd *Gundiva*, and by what I perceiv'd the Tides flow between the Sands and *Surrat* North North West and South South East, the Flood five Hours and Ebb seven; I observ'd the Haycock to the Northward of *Basseen* slopes down like the Fryer's-Hood on *Ceylon*. As I run Northward, when the Peak of *Anno* bore South East, the highest Land of Cape *St. John's* bore South East half East four Leagues, and the two Paps of *Demaun* North East by East, we were in eighteen Fathom Ouze.

From the Sea-Reaf of Bombay down the Coast to the Island Callaba, belonging to the remarkable Pirate Angria, is eight Leagues, and your Pilotage as follows.

You must not offer to steer within the Island *Canary*, being the Westward of the two Islands in sight Southward, and is inhabited by *Angria's* People, there being shoal Water and Overfalls, as well as Rocks and Breakers that will take up a Ship, tho' small Vessels well acquainted do, for Reasons, go between the Island and Main. Their Landing-Place on that Island is on the North East side, a small, rocky, stony Cove, intermixt with some Sand, opening sufficient for six Boats to land a-breast; this is the only Landing-Place I could perceive. Off the North East Point lyes a reef of Rocks which make a Channel of more than a quarter of a Mile broad, deep enough for any Ships to pass through, having three Fathom Pistol-shot off the Island, which is a meet Rock. All the Dangers as to Navigation are in sight.

When you proceed Southward for *Callaba*, have regard to the Fishing-stakes that are a-breast of this Island and thereabouts, in seven Fathom Water; as soon as you are past them, you may keep a-long in five

five or six Fathom, but do not come under four, because you will approach a Shelf or Reef ranging along shore several Leagues Southward, having Overfalls of a Fathom or more from soft to rocky, in two Casts; you must be in three Fathom to feel this Shelf, and in some Places less. But as soon as the Body of the Island *Callaba* bears East by North half North, and you in any Depth above three Fathom, you may steer in for the Southern Point of that Island, at which Time you'll see Rocks and Breakers circulating from the South West Point, on which is a Grove of Trees Northward, making a Channel both ways, Musket-shot, where Boats acquainted pass. The only navigable and commodious Channel for Vessels and Boats is on the Southern Side, made by the Island, and a Sand shaped a little like a Mizon, which lyes between that and the Main, about a Musket-shot in Length, and half as broad. As you go into this Channel, or Inlet, any Person can throw a Stone aboard from the Island or Sand, the Entrance is so extremely narrow; the Sand is frequently dry, according to course of Tides, insomuch that I have walk'd three Hours there, and observ'd five Hundred Men may be drawn up on the Ground that's dry: A Boat, not drawing two Foot, may float between the Sand and Main, and so all round the Island and Channels made by the Sand or Breakers. You come over a Spit of Sand in coming into the Southern and best Channels, so that, according to your Vessel, you must observe the Tide. As you approach the Southern side of this Island, you have three Fathom Water not Musket-shot off, and but four Fathom within Cannon; in some Places you will perceive Rocks and Breakers lye directly Southward of the Channel for Entrance, which appear mostly on the Ebb, and then they are seen many Foot above Water, lying Gun-shot off, so you must avoid them by going Southward or Northward, the Channel being clear both ways. These Rocks and Breakers are the only Danger between this Island and *Choul*.

When I piloted the Vessel in to Bombard this Island, I laid her directly Southward in three Fathom Water at half Ebb, without the Rocks before-mentioned; then the Enginier had the longest Plan of the Island to throw on.

'Tis to be observ'd, this Island is compos'd of nothing but Sand, Stone, and Rocks, producing neither Water nor Provisions, so that they are supply'd with them from the Main in Passage-Boats, and keep Quantities of Water in Jars; there lyes a small River directly against them, which is very commodious, because their Canoes bring all their Provisions, Refreshment, and Timber down to them; and their Wells on the Main are near them; and all manner of Roots and Herbs are much improv'd in that Neighbourhood. At the lowest Ebb I have seen People wade over to the Main. The commanding large Gate, or Entrance, where they haul the Grabs ashore, lyes on the East side next the Main; when the Gates are open, ten Men may pass in a-breast. This Island is not above half a Mile long, and a third broad.

Note, as you run along-shore, between *Callaba* and *Dunde Rajapore*, in four, five, six, or seven Fathom, you will see about mid-way two large Rocks with Breakers, a quarter of a Mile or more from them; they seem to divide the Channel or Passage to *Choul* and *Callaba*, and when you are in four Fathom or thereabouts, and *Callaba* bares East, these Rocks are directly Southward of you about seven Miles.

My Observations of the Navigation to and from Mocha in the Red Sea.

He that is bound to this Port from *England*, or any Part of *Europe*, is to consider that he must obtain the Gulf in *April* at farthest, and then he will meet with Fogs, little Winds, and Calm, with a soaking Current against him; though I have seen Ships arrive late in *May*, and the beginning of *June*, but the Hazard is too great for any one to experience.

The best Time of Entering the *Red Sea*, is the beginning of the Easterly Monsoon, in *October*, *November*, *December*, *January* and *February*; then the Winds are so fresh and constant, you may keep Mid-channel, or in sight of either Side; but I wou'd have you observe, you have no Anchorage in the Gulf to the Eastward of *Aden* on the *Arabia* Side, but what lyes in dangerous Bays, full of Overfalls and rocky Ground: As soon as you are the Length of Cape *Aden*, which lyes in thirteen Degrees North, thirty two Leagues short of the narrow Straights of *Babelmandell*, you have very good Anchorage in twelve or fourteen Fathom Sand and Ouze, seven or eight Miles off the Land, on the *Arabia* Side, and no Danger but what is in sight. This Cape is twelve Leagues farther up the Gulf than any Draught lays it down, which occasions many unfortunate able Mariner to fall into a Bay to the Eastward of it, which is eight Leagues deep and twelve Leagues over, full of dangerous Overfalls and foul rocky Ground; when you are three or four Leagues in that Bay, Cape *Aden* will appear like an Island, and bare West or West by South, being the outermost Land in that Board; and when you are a-breast of this Cape, five or eight Leagues distant, bearing North or North by West, it will appear in two Peaks or Asses Ears, high ridged and mis-shapen; you will have forty Fathom Water five Leagues off, and from thence regular and good Soundings, till you approach the narrow Straights.

When you expect to enter the Gulph in *March* or *April*, if you are at *Anjengo* or *Cochin*, on the *Mallabar* Coast, do not be afraid of running through the *Laccadiva* Islands, for the Channels are good from seven to ten Degrees North; by this Practice you'll gain Time, which you wou'd infallibly lose if you endeavour'd to turn up the Coast in those Months as high as *Goa*, to weather these Islands; for, by Experience, the Winds in *March* and *April*, on this Coast, are mostly at North West and North North West, with a soaking Current to the Southward; besides, in these Months, if you were at *Bombay* or *Surrat*, you must run to the Southward of the Eastern Point of the Island *Saccatra*, because Experience shews us that several *Surrat* Ships, which have steer'd Northward of that Island, and fallen on the Coast of *Arabia*, have met with tedious Calms and Currents which set wholly Northward, that they have lost their Passages. The Eastern End of the Island *Saccatra* lyes exactly in twelve Degrees North, and Cape *Guardesoy* in eleven Degrees forty Minutes North.

When you are to the Southward of *Saccatra*, you may steer along at three or six Leagues Distance, as you please, there being no Danger but what appears: About six or seven Leagues off the South West End lyes two Islands, which you may see 10 or 15 Leagues in any thing of clear Weather, being naked and barren, making a little like a Neat's Tongue; there is no Danger about or between them; as

as soon as you approach these Islands, you'll see the Island *Abdelcurna*, and afterwards raise the Rocks belonging to it, which range directly Westward towards the Gulph; and from the Eastern Point of *Saccara* to the Westermolt of the Rocks of *Abdelcurna*, is nearest fifty Leagues, being ten more than common Draughts make it.

When you are at this Point, you may shape your Course as you please to make Cape *Guardesoy*, which falls down like *Beachey-Head*, and is whitish; you may see it twelve Leagues or more, and abundance of Gannets attends the Soundings thereabouts: When it bore North North West about seven Leagues, I founded the Water, being discoloured, and had Ground with sixty five Fathom whitish Corals, and broken small Stones. The Land Southward of the Cape is the highest Land thereabouts, and runs North North West and South South East; but as soon as you double the Cape, the Land runs West by North twelve Leagues to Mount *Felix*; between the Cape and this Mount you'll see two Cape Lands, which look whitish in the Cliffs; that next Mount *Felix* makes a small Range; I had Soundings three Leagues off it of thirty five and forty Fathom brown Sand. Mount *Felix* is a large black Rock or Hill, shaped at top a little like a Barn, or the Back of an Elephant, and being on the Extream of a Sand next the Sea, is separated by that Sand from the Main, and makes a Bay to the Eastward; when you are the Length of this Mount, shape your Course along-shore at three or six Leagues Distance, as you find the Currents and Winds, which in *March* and *April* are faintish, with Calms and Fogs in the Latter. Your Anchorage on this side is very near the Shore, which is bold and high to be seen 10 or 15 Leagues or more all the way up, and the Inhabitants not to be trusted; I advise you to run nearest sixty Leagues by Account up the *Ethiopia* Side from Mount *Felix* before you put over, and then if possible watch for a fresh off Wind, for fear a Calm shou'd attend you, and the Currents horse you back to Mount *Felix*. There lyes a white Island near the Main, so made by the Dung or Muting of Birds on this side, nearest fifty five Leagues from Mount *Felix*; many Persons put over from thence to avoid a dangerous Shoal, that lyes seventy or eighty Leagues within Mount *Felix*, and is ten Leagues broad, and runs as many into the Sea from the *Ethiopian* Coast; it requires a good Reckoning to avoid such a Danger in a Currents way. In putting over to fetch above *Aden*, remember it lyes twelve Leagues higher up the Gulph than our Draughts make it, and that in *March*, *April* and *May* the Currents fet out; so you must shape your Course accordingly. The Currents in these Months set directly from Cape *Aden* over to the Bite made by Mount *Felix*, on the *Ethiopian* side; and so they do in *August*, as I have experienc'd, and runs from five Fathom to two Miles an Hour. If you shou'd unfortunately fall into the Bay to the Eastward of *Aden* before-mentioned, you will see Hommocks, like Islands, that are all on the Main, and great large Trees, which is a Prospect different from any Westward of Cape *Aden*. To avoid this Danger, a Man at Mast-head by Day, and the Lead by Night is a great Security, for in a Current's way a Man may be imbay'd unexpectedly.

Supposing you to have fetch'd Cape *Aden* in putting over, then you may steer along from twenty to twelve Fathom on the *Arabia* side, as you please; for your Navigation is entirely on that side, as soon as you are the Length of Cape *Aden*.

The high Land of the Babs, which is the Point of *Arabia* with the Island *Babelmandel*, that makes the narrow Straights, has a Peak at top which is remarkable, and may be seen eight or

ten Leagues: It makes a Bay Eastward, which has deceiv'd many Pilots by Night, having taken it for the narrow Straights, as a *Dutch* Ship did lately, and run ashore. To avoid that, you must not run through either of the Channels by Night, without having a fair View by Day; the narrow Straights are most commodious to pass through the Channel, being six, seven, eight, nine, and ten Fathom, so that you may anchor there in a Calm, or little Wind, when the Tide or Current is against you; besides, you are prefer'dly through, when the broad Channel has twenty five Fathom Water very near the Island and fifty in many Places, lying much more expos'd in case Weather come on, as you run up the Gulph. When you approach these Straights within six Leagues, you will be oblig'd to steer off the *Arabia* side (to avoid the Bay made Eastward by *Babelmandel* Point, then you will perceive the Water deepen quick from twenty five to fifty Fathom. When you draw near the Straights you will be very sensible of the Tide and Current; you may see the seven Islands which make the broad Straights seven or eight Leagues, and the Island *Babelmandel* six Leagues plain, sloping down in a Bill like a Gunners Quoine towards the narrow Straights; it flows in the narrow Straights North and South, and on Full and Change, the Tide that goes with the Current runs three Miles an Hour. The Tides and Current draws you in very quick, when you are within two or three Leagues of these Straights; so you must navigate by Night accordingly. As you run through the narrow Channel, rather keep on the Island side, and you will find the above-mentioned Depths; and if you go through the broad Straights, keep near the Island *Babelmandel* to have Anchorage in case of Calm or a contrary Air of Wind.

As soon as you are shot within the Straights, keep in sixteen Fathom Water on the *Arabia* side, and your long Mark for *Mocha* is the high Range of Hills, up Country, on the Back of the City; the next Mark is a Range or Wood of Date-Trees, five Leagues to the Southward of the City near the Sea: As soon as you approach to be a-breast of these Trees, have regard to the Overfalls that lye without the Sands of *Mocha*, being very dangerous; therefore keep in about fourteen Fathom 'till the middle Mosque of that City bares East by South half South; then may you hawl into the Road as you please, and in the Easterly Monsoon do not overshoot the Port by Night, which many have done, being mistaken in the Current and Tide, and so have lain in sight of the Place ten Days or more for a Wind to bring them back. It is exactly fourteen Leagues from the narrow Straights of *Babelmandel* to this City.

To return from Mocha to the Mallabar Coast, or Bengal.

If you design for *Surrat*, *Bombay*, or any Part of the *Mallabar* Coast, you shou'd be under Sail the First of *April* at farthest, tho' I was forc'd from *Aden* in *May*, and by the Currents was fet directly over to the Bite made by Mount *Felix* on the *Arabia* side: I found small Airts and Calms on that side, however an unexpected spirit of Wind presented and carry'd me into *Bombay* the third of *June*, which surpriz'd all the *Surrat* Traders, it being uncustomary to attempt such a Passage.

We frequently stay at *Mocha* 'till the first or tenth of *August*, if we are bound to *Fort St. George*, on the Coast of *Coromandel* or *Bengal*, then the Westerly Winds are fresh that you may command a Course, and not be impeded by Currents: I generally steer'd out of the Gulph to

to the Northward of the Islands *Abdelcure* and *Saccara*, which point directly into the Gulph, and are fifty Leagues from the Extream of one to the other, tho' our common Draughts make them but forty Leagues. In light Winds the Currents will horse you near the Rocks of the Western End of *Abdelcure*, if you do not allow a Course sufficiently Northerly. These Currents have hurry'd me out fifty Miles in twenty four Hours more than my common Allowance on the Logg-board. If you go for *Fort St. George*, or *Bengall*, your best Channel through the *Laccadives* is in seventeen Degrees, which I have often past through, and seen one flat sandy Island with Cocoa-Nut-Trees, which is not to be discover'd in rainy or thick Weather (that offers in that Mouth) above two Leagues, though in a clear Day you may see it four or five: Going through, this Cannel brings you at a good Point to fall in with the Head of *Ceylon*, which I generally did about Point *Dundre*.

The Latitudes of several Places, observ'd by my Quadrant, that made the Head of Ceylon in sixty Degrees North, and Bombay Island in nineteen Degrees North; and some Distances and other Hints, as a Guidance to Strangers, 1717.

Latitude of the Eastern End of the Island <i>Saccara</i>	Degrees	Minutes	
Variation of it	12	00	North.
Latitude of Cape <i>Guardafoy</i>	14	30	West.
Latitude of Cape <i>Aden</i>	11	40	
Variation of that Cape	13	00	West.
	15	26	West.

Note, Cape *Aden* lyes thirty two Degrees from the narrow Streights, and twelve Leagues farther up the Gulph than lain down by any *English* Draught.

The *Æthiopian* Shore is high Land, pretty even, to be seen sixteen or twenty Leagues in fair Weather, and continues so from Cape *Guardafoy* seventy Leagues up the Gulph. About twenty Leagues within Mount *Felix*, lyes a bold Cape-Land, falling down like a Wedge; the Anchorage is within less than a Mile of the Shore in most Places, and there twentyathom and more; so that I generally kept under Sail four or six Leagues off the Land. About forty Leagues up the Gulph, I thought I saw the Opening of a River; and ten Leagues farther the Land seem'd to run out towards the Sea, and look'd as if the Sea made the outward Part an Island. I saw no Danger of Breakers or Rocks, from the Shore, sixty Leagues up this side, which is as far as I advise any Mariner to run, before he crosses over for Cape *Aden*, on the *Arabia* Shore: That Cape is well describ'd in my Draughts of it; and you are advis'd to be careful you do not fall into the Bay made by it, Eastward, which is full of foul Ground and Overfalls, eight Leagues deep, and twelve Leagues between the Capes that make it. This Bay is full of Hommocks close by the Sea, that make like so many Islands, and a great many large Trees, which range in different Places along-shore, which is a Prospect that

does not offer any where to the Westward of Cape *Aden*; besides, you can't bring any Land to bear West by South of you, on this side, unless you are embay'd. When I was in the Bay, Eastward of Cape *Aden*, about four or five Leagues off Shore, the Cape bore West three quarters South, eight Leagues Distance, appearing like an Island without the main Land.

Cape *Aden* at first sight may appear like an Island at eight or ten Leagues Distance; but when you draw nearer, so as to be within four or six Leagues, and near a-breast, it rises in two Peaks, or Asies Ears, very scragged and high; and all the Land on that side, to the narrow Streights, is broken, scragged, high Land, with several Peaks, sometimes looking like Islands, seeming to make little Bays; and several remarkable Sand-Banks lye near the Sea-shore, which is all Sand and no Breakers, that I discover'd.

Some Observations of the usual Courses of the Monsoon in the Southern and Eastern Seas of India; likewise the Currents amongst the Islands in those Parts.

At *Bantam*, and all along the North side of *Java*, as also along the North side of the Isles, which lyes on the same Romb to the Eastward of *Java*, as far as to *Solar* and *Tymore*, the bad Time is the Westerly Winds and Rain, which begin about the first of November; in December it blows fresh, and Rain encreases; in January the Winds and Rain are at a height, and continue so to the middle of February, and from that Time the Westerly Winds and Rains decrease until the latter End of March.

In April is their fair Weather, variable Winds, and frequent Calms; sometimes, on Full and Change of the Moon, sudden Gusts happen generally out of the Western Board, and continue, at Times, till the Easterly Winds blow. After the first of May we reckon the Easterly Monsoon is set in, and often affords small Rain in June and July: 'Tis observ'd, the Easterly Winds blow strongest without Rain, unless an unexpected Squall happens; so that this Monsoon affords clear wholesome Weather, and continues so to the latter End of September. In October the before-mention'd Places are attended with whiffing Winds, the Easterly Winds decreasing, and Westerly setting in again. You are to observe, the Currents follow the Winds, and go nearest East North East, or West South West, as the Monsoon changes, running along the Opening of the Sea between the Islands; and it has been observ'd, in some Years, the Monsoon changes fifteen Days sooner or later than ordinary.

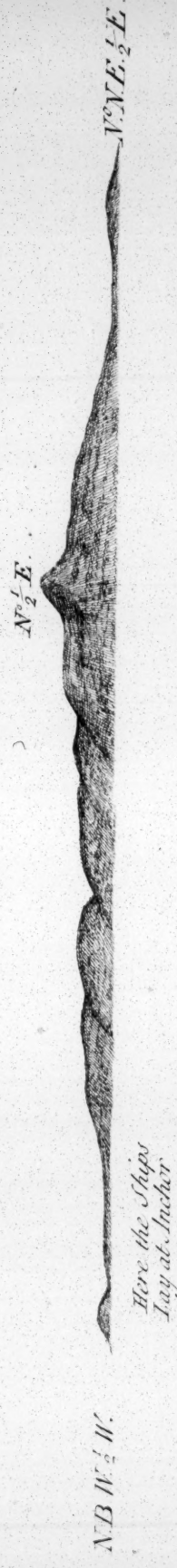
In December, January, and part of February, when the Westerly Winds and Currents are strong, in these Seas, 'tis not worth any Trader's while to endeavour to strive against that Monsoon, so much as Coasting along-shore, though there is good Anchorage along the Coast of *Java*; but the Winds and Currents are very obstinate, therefore few succeed in that Attempt.

The Easterly Winds blow more moderate, and the Currents are so; for which Reason 'tis practicable to go against the Monsoon, as Ships frequently do from *Batavia* to the Island *Timore*, constantly keeping in Anchorage, and going between the Island *Madura*; and Ships from the *Indian* Seas come at all Times up the Streights of *Sunda* to *Batavia*.

Note, *All the Latitudes are lain down by my Quadrant, that made the Lizard in fifty Degrees ten Minutes North. The Head of the Island Ceylon in six Degrees North; and the Island Bombay in nineteen Degrees North.*

The Isle of M A Y,

In the Latitude of fifteen Degrees five Minutes North, bearing as follows, when we passed on the Eastern side, and saw the Ships at Anchor in the Road. We five Leagues off the Land when I drew this.



This is a long barren Tract of Land, affording nothing but Salt, and is a Receptacle to the Out-casts of *Portugal*.

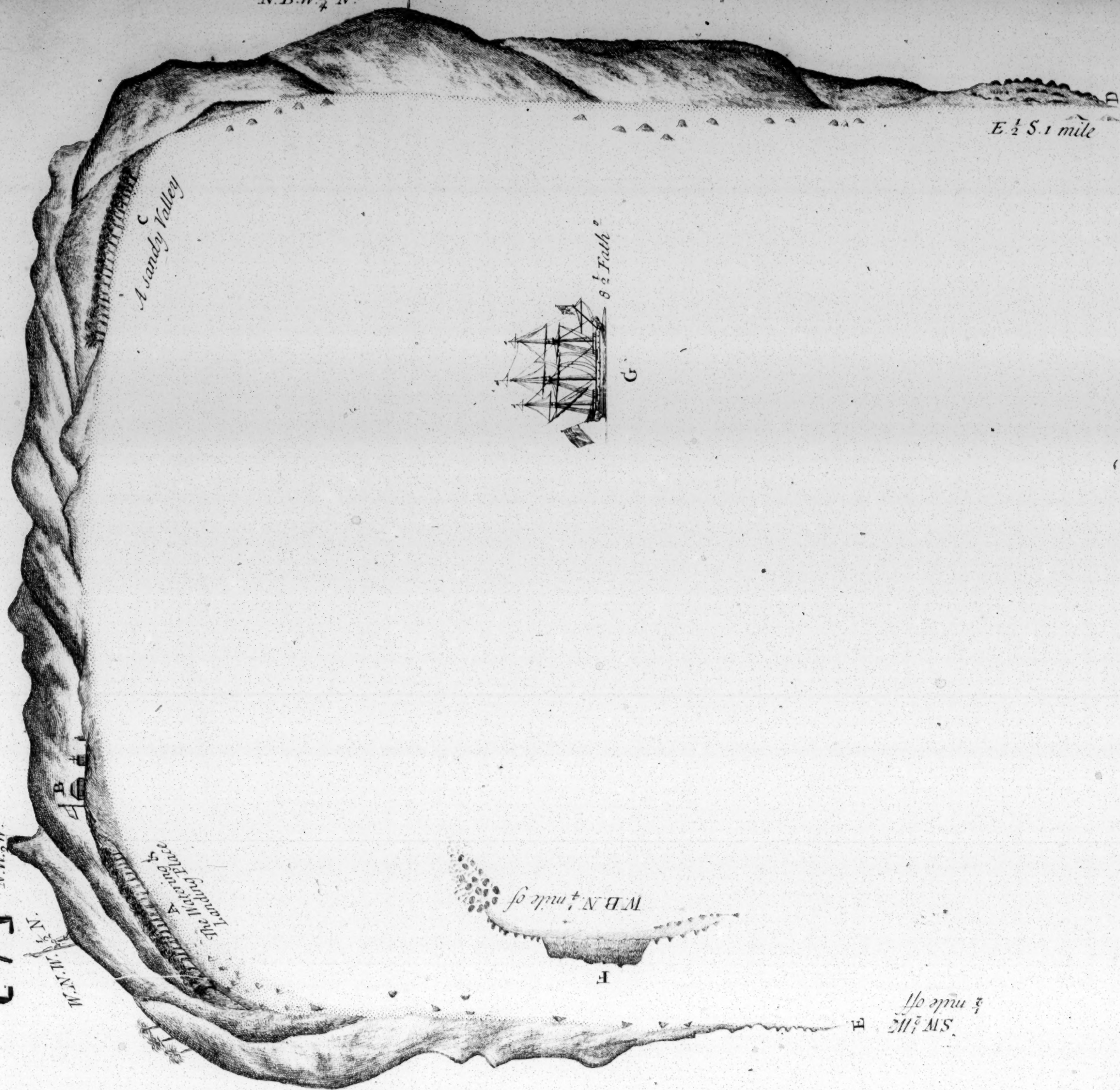
The Island of St. J A G O,

In the Latitude of fifteen Degrees North; and, by my Account, five Degrees twenty six Minutes to the Westward of *Madera* Island, Bearing, *viz.*



This Island was first found out by the *Portuguese*, Anno 1440: who intermixing with a Race of People from their Plantations in *Guinea*, have nothing but a very distant and faint Imitation of *Habit*, a bad Affinity of Language, and a natural Indolence to vouch for their Originals being grown perfect *Molatoes*, tall, but not well-proportion'd, especially the Women, who have also large Lips, flat Bodies, and vicious Inclinations, being as infamous for their Levity as Deformity. They pretend to be Christians by Religion, of the *Romish* Church, under the Jurisdiction of a Governor, sent from *Portugal*; nor can it well be expected they should be any better, where that Kingdom send abundance of Criminals into Banishment, who propagate their Vices with their Specie among these hideous Prostitutes. This Island yields a little Sugar, Cotton, and Provisions; in Return for which, they take old Cloaths, Knives, and Scissers, which turn to a better Account here than ready Money.

The



*A Prospect of PRYOR-BAY, on the South
East side of the Island St. Jago, in the Latitude
of fifteen Degrees North.*

- A.** I S the Landing or Watering-Place, where be sure carry a Grappling to moor your Boat with. The Wells at present are a Quarter of a Mile from the Landing.
- B.** Is the Look-out of the chief Officer attending the Ships.
- C.** Is a Sandy Bay.
- D.** The Eastern Point.
- E.** The Southern Point, which with **D.** make the Limits of the Bay, being a Mile and an half over.
- F.** Is an Island surrounded with Breakers, which have regard you do not fall near.
- G.** Is the Place of Anchorage, where have a care your Cables are not cut by foul Ground; 'tis half a Mile from the Ship to the Shore. You must lye moor'd, for fear an unexpected Change of Wind shou'd make you fall ashore.

This Island affords Water in Springs, and by digging in the Sand; it likewise produces coarse Sugar, lean Goats, Turkeys, Fowls, Lemons, Oranges, Cocoa-nuts, and other like Refreshments, the Prices not to be nam'd, the Inhabitants bartering generally for Rags that have been Apparel.

The Isle of F O G O.

This Island lyes South West from *St. Jago* eight Leagues; the Body of the Hill, at this Time West half South, four Leagues, vomiting Fire and Smoke, as appears.



THis Island is remarkable for nothing but its Volcano, continually vomiting Fire and Smoke, as represented above in the Draught; seen by Ships a great Distance off at Sea, both by Day and Night. Not inhabited.

A Prospect of the Island ASCENSION,

When the Body bares West ten or twelve Leagues, the Point at *A.* is what you go about, to go into the Bay-for Turtle. I make seven Degrees twenty five Minutes Westing from *St. Helena* to this Island, which lyes in seven Degrees fifty five Minutes South, and may be seen twenty Leagues.

As soon as you are clear of *St. Helena*, you must steer North West, if design'd to Turtle at *Ascension*, which lyes, by Quadrants, in seven Degrees fifty five Minutes, South Latitude; Meridian Distance; the Medium, seven Degrees thirty five Minutes West from *St. Helena*. From the twentieth of *May* to the tenth of *June* is the prime Season for Turtle here. As soon as you come

thwart of the North East Point of the Island, which is on the Starboard side, then luff up for the Bay, keeping within half a Cable's Length of the Rocks, there being no Danger but what you see. You anchor in the Bay in ten Fathom; the Black Rock, or Landing-Place, South South East; the Eastern Point in sight, North East by North; the Red Hill with a Cross on it, South by East half East; the Westernmost Point of the Island South South West; you may moor with a small Anchor. Be sure avoid firing Guns, for the Turtle have been known to leave the Shore three Days, occasion'd by Salutes of Ships. I have turn'd thirty Turtles, in one Night, in all the Bays.



THis Island is touched at, by our Homeward-bound Ships, for Turtles, the only Refreshment it affords, being not inhabited.

A Prospect of the Island of St. HELENA.

When you are eight or ten Leagues to Windward, the *Turk's Cap* at *A*. bearing North West half West, and point at *B*. bearing West North West a quarter North. It lyes in the Latitude of sixteen Degrees South. I made Longitude West from the Cape hither, twenty one Degrees thirty Minutes, and Meridian Distance twenty Degrees. Variation in the Road, five Degrees twenty Minutes North Westerly. This Island may be seen twenty five Leagues in fair Weather, 1709.

The Inhabitants assure me, there lyes between the *Turk's Cap* and *Kegwin's Landing-place*, a Ledge of Rocks near a Mile long, and has but eighteen Foot and half in one place, and with- in them forty Fathom.



This Island was first unfortunately found out by the *Portuguese*, who lost one of their Gal- leons off it; on the Planks and Timber of which, they, with much difficulty, drove to Shore. They built a Chapel in a little Valley by the Sea-side, call'd from thence, *The Chapel Valley*, and took Possession of the Island; but being a lazy negligent People, careles either of their own Credit, or their Posterities Welfare; and loosing Ground much, in these Parts of the World, they deserted it again a few Years after: Then the *Dutch* found the Way to be Ma- sters of it, who in the Year 1672, were drove from it again by the *English*, under the Conduct of Captain *Munden*, and we have kept Possession of it ever since, improving it greatly by Til-

lage, being chiefly inhabited by Husbandmen, who intermarrying with their Neighbours, the whole Island is, as it were, one Family, being all related. The Men are Industrious, and the Women good Housewives; the one planting store of Yamms, feeding of Cattle, and Fishing, while the other's mind their Families, and Dairy, by which Means this Island affords variety of Fleth Provision and Butter, and thoe very good; besides, several sorts of Fruits and Fish, which they barter with us for Piece Goods to make them Cloaths. The Water here is very good, except when Rain falls, and then it runs extreamly thick.

D

A Prospect

A Prospect of the Pitch of Cape BONA ESPERANCE.

At C: when it bore North East half North eight Leagues, and the Table Land at D. North North East a quarter East. E. Is the Sugar Loaf, at Noon the Table Land bore North East by East, and Cape *Falløe* East half North; we were seven Leagues off the Pitch of the Cape, in the Latitude of thirty four Degrees thirty Minutes South; I make thirteen Degrees twenty two Minutes West.

Variation when the Sugar Loaf bore East by North half North six Leagues, and Meridian Distance West, from Cape *Commataen* forty nine Degrees thirty Minutes; and Longitude West fifty six Degrees thirty four Minutes in 1719.



After what has been already said, by many excellent and well approv'd Writers of this Cape, it would be only filling up this Treatise with an unnecessary Repetition of what is almost universally known, to enter upon any particular Description of it, I shall therefore only mention it as Place lying in our Way to the *East-Indies*, in a very healthy Climate, rich in good Wines, and Provisions, even excelling several Countries in *Europe*, and the Water is no ways inferior in its Degree to either. It is inhabited by the *Dutch*, of which there are a great Number of Families, not but that there is a little Town about forty Miles up the Country near the Vineyards, fill'd with *French* Refugees, who are little better than Servants to the former, tilling, planting, and looking after their Vines, and at the time of Year make their Wines; the meaner sort of Servants or Slaves are fetcht from *Madagascar*, *Batavia*, and *Sumatra*, who are put to all the hard, laborious Offices. There has been another Race of Creatures (I can scarce call them human) in this Country, who indeed were the *Aborigines*

or Natives, call'd *Hottentots*, of whom some printed Accounts give strange Relations too sordid for me to mention; but this is certain, that they are a most unhappy Progeny, differing little but in Form from the Brute Creation; these the *Dutch* used to employ for their Slaves 'till within these seven or eight Years, in which time the Small-Pox has swept most of them away, in so much that it is a Rarity to see three of them together.

I need not take notice of the Danger in doubling the Cape, especially about *June*, and *July*, it being sufficiently known to all our Mariners that have made this Passage, from dear bought Experience, not but we have now made our selves Masters of those Dangers, and seldom lose our Passage in *June*, which within these few Years was thought impracticable.



*A Prospect of the Back Bay of Cape BONA
ESPERANCE; made by that and Cape
Fallsoe, 1715.*

A. Is the Extream of Cape *Bona Esperance*, bearing North West half North eight Leagues. Latitude thirty four Degrees twenty five Minutes South.

B. Is the Back of the Table-Land and Sugar-Loaf, bearing, at the same Time, North by West half West.

C. Is Cape *Fallsøe*, shooting out in seven Cliffs, like Butts or Heads, though the Extream makes like a Quoin both ways; it bore North by East four Leagues, and is in the Latitude of thirty four Degrees thirty five Minutes South.

D. Is Cape *Lagullas*, bearing East South East fifteen Leagues; at the same Time Latitude thirty four Degrees forty five Minutes South.

Note, From Cape *Fallsøe* to Cape *Lagullas*, is fifteen Leagues; and from Cape *Fallsøe* to Cape *Bona Esperance*, is ten or twelve Leagues.

When Cape *Fallsøe* bares North, you see but one Quoin; but as you shoot Westward, it makes in several Butts, or Heads, as I have described.

At these Bearings, fourteen Leagues off Cape *Lagullas*, and four off Cape *Fallsøe*, I had Soundings, many small Shells, grey Sand, and small Stones sixty Fathom. Variation thirteen Degrees North Westerly.

A Prospect of Cape LAGULLAS and Cape FALLSOE, drawn at the same Time, 1719.

The Quoin at *A.* being Cape *Fallsøe*, bearing North three quarters West, Distance about nine or ten Leagues; we in ninety five Fathom green Ooze. Cape *Lagullas* at *B.* bearing North North East quarter East, about the same Distance. *F.* is the Land to the Eastward of Cape *Lagullas*, bearing East North East half North. I have only drawn the Extrems of both Capes, and not join'd the Land, as you observe between both. Cape *Lagullas* is whitish in the Shape

Note, These Capes are 15 Leagues asunder, and lyes West North West and East South East; Variation 14 Degrees 35 Minutes West, when Cape *Lagullas* bore North by West Westerly, 8 Leagues.



A Description of the Island JOHANNA.

The Latitude of *Johanna* is twelve Degrees North, the Island *Mayotta* is generally seen first by those that come the inward Passage Southward, and makes like three Islands at first sight, with a Peak on the Southern making, it lyes South East about eighteen Leagues from *Johanna*; you will likewise see *Mobilla*, which is an Island that lyes West South West ten Leagues from *Johanna*, and the Island *Comara* North East, several Persons have been deceiv'd and taken one Island for the other, is the Reason I have given this Account.

We lye about *Saddle* Island, at the West End of *Johanna*, as soon as the Saddle bore South South West, and went within four Cables lengths, the Water being very deep thereabouts, there lyes a Breach off the West Side of this Island, which shows it self half a Mile long; we hawl'd in East South East, and South East by East, with our Boats a head to secure the Road; for a great many feant Flaws frequently happens, and you are soon thrown out of Anchorage, and so lose the Island, we Anchor'd in thirty Fathom, and carry'd the other Anchor into fifteen Fathom, three Quarters of a Mile to the Southward of the Town, which is exactly against the Watering-Place. This Anchorage is on the North Side of the Island.

There is good Anchorage where you see the Anchor; *Saddle* Island bearing North West by West, and the other Point North East Northerly.

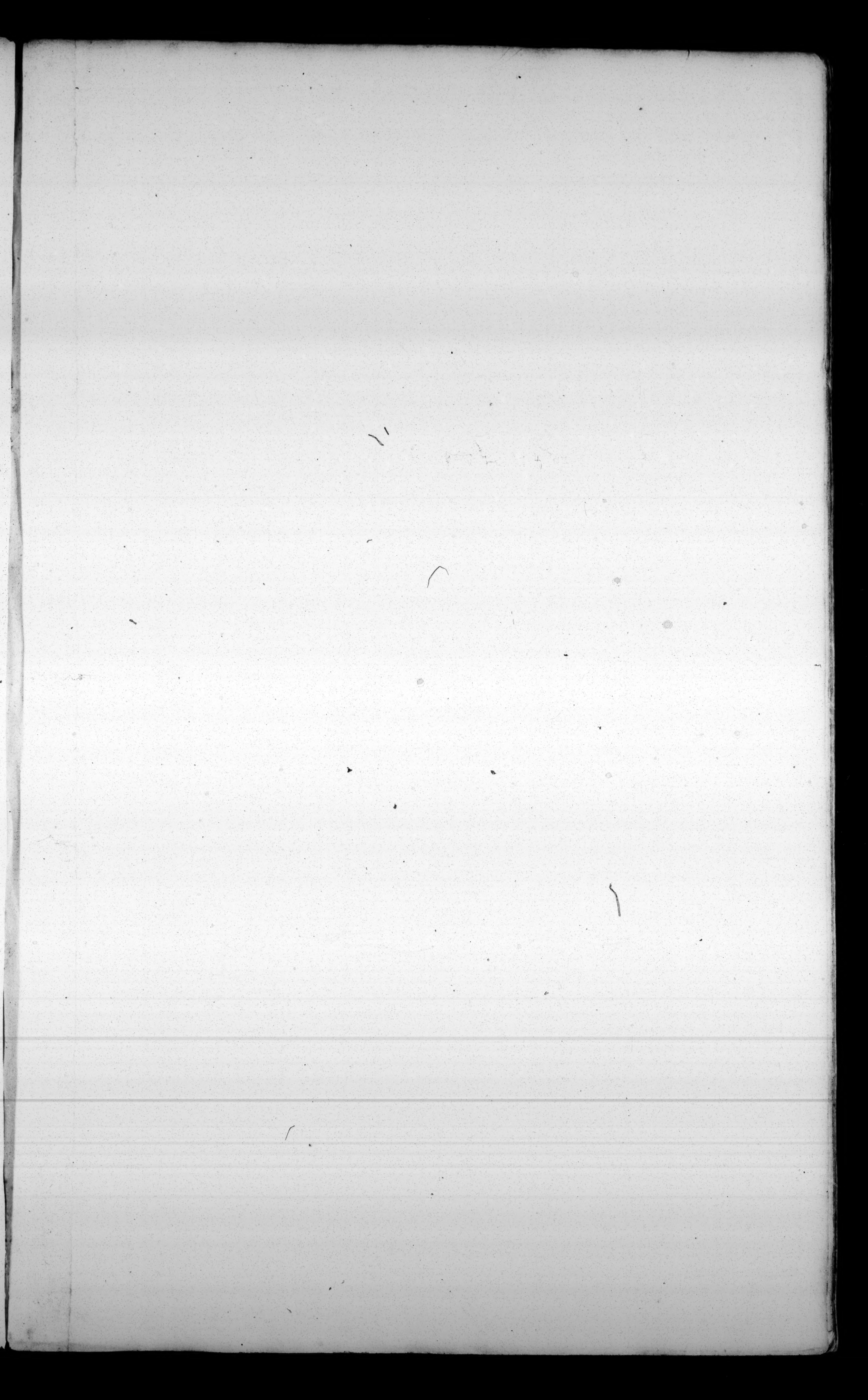
I made the South West Point of *St. Lawrence* in the Latitude of twenty five Degrees fifteen Minutes South, most Mariners avoid coming near the Southern Head, because of Breakers and Dangers that are said to run fifteen or twenty Leagues from it, we therefore rounded the Head in the Latitude of twenty seven Degrees South; the Island *Donna* lyes in the Latitude of twenty Degrees forty five Minutes South, and Longitude from the Cape thirty four Degrees East, and the Island *Maruffis* lyes in the Latitude of twenty Degrees, twenty seven Minutes. We left the Island *Donna* the sixteenth of *June*, and run into the Latitude of twenty seven Degrees South upon one stretch, experiencing the Winds at East South East, and East by North mostly; as soon as we had obtain'd this Latitude, we bore away to go between *St. Lawrence* and the Main, and the better to govern your self as to that Channel, you shou'd hawl in either to make the Island *St. Lawrence* or the Main, as soon as you are in the Latitude of twenty three or twenty four Degrees, then you may more securely run down for the Island *Johanna*; the Island *Mayotta*, is generally the first made by all Ships that come from the Southward, lying in the Latitude of thirteen Degrees South, and makes in three Hommocks or Peaks, at first sight like three Islands.

This Island is pleasantly intermix'd with Hills and Valleys, both very Fertile, and yielding store of good Provisions of all sorts; the Valleys affording good Food for Cattle, and the Hills abounding in Fruits natural to the Growth of the Climate. The Inhabitants are a tawny Race of *Arabs*, who are *Mahometans*, intermix'd with some *Æthiopian* Women, which are quite black: They are an indolent sloathful People, not without a mixture of Pride, which makes them despise any mean Employment howsoever necessary, choosing, like our North-Country *Highlanders*, rather to starve and go naked, than Work: The greatest Labour they are willing to put themselves to, is grinding down a Hoop, or other bit of Iron, into a Knife, Goad, or any little Necessary; however, they make a shift to keep themselves Honest (a rare Virtue in that Part of the World) and were I not master of a great deal of Charity, I should rashly judge it to be more out of Fear than Wit. They affect the *English* very much, to whom they shew abundance of awkward Civilities; their Speech is *Arabic*, and their Religion (if any they have) *Mahometanism*, as I said before. The Women here (as all in *India*) are Slaves to their Husbands, and I must say, have a better Title to Slavery than some of their Neighbours, being most *Æthiops*, who, we all know, are not Originals in Beauty. The Men are of a bold warlike Disposition, as may be observ'd from their continual Quarrelling with a neighbouring Island call'd *Mobilla*. This Island is well water'd with little Brooks, but boasts of few or no large Rivers, and has been formerly subject to, and inhabited by the *Portuguese*, as some old Ruins and a large thick Wall, after their manner of Building, testifies.

The chief Thing which deserv'd my Notice, while here, was a Tree of a very peculiar Nature, having a Body of more than eighty Foot Circumference, seeming like a Complication of many small Trees incorporated into one great Stem, bearing a Leaf not much unlike that of an Ivy. It stands by the Rivulet where we take in fresh Water, held in great Admiration by the Natives, who expose dead Bodies of their Malefactors under it, for a Terror to their Slaves and others.

I would advise all Ships, touching at this Port, to be very cautious of mentioning whether they are Bound, by Reason 'tis a Place of great Resort among the *European* Pyrates, who come hither constantly for Intelligence what Ships are in those Seas, of what Strength, how Laden, and whether bound; so that 'tis the safest Way not to make this Island in their Passage to the *Mallabar* Coast, if they can avoid it, who fear those Rovers.

The Island



A Pilot for Coasting in the East-Indies, began at Ceylon, aboard the Ship Queen, October 15, 1715,

Made the Island *Ceylon*, judging our selves twelve Leagues off the Land, it appear'd in Hommocks of odd Figures, which made me judge our Landfall near the Basels, or dangerous Rocks and Breakers off the Head of *Ceylon*. At Noon I was in the Latitude of five Degrees fifty five Minutes, which confirm'd my first Supposition; we fell in exactly between both Baselles a-breast off a Hommock, which rises periodically, the upper part appearing like a Chimney, or Light-house, as express'd at the Letter C. in any thing of clear Weather, it may be seen eight Leagues; the little Basels is seven Miles off Shore, and six Leagues Distance from the great, which are four Leagues off Shore: and when you observe the Elephant at A. bear North by East, you are then a-breast of the great Basels; both the Baselles at Times break, and the great I have seen dry in many Places. I wou'd not advise any Mariner to go within twenty Fathom in the Night, 'till he is certainly clear of the Basels, for I have stem'd with them at three Miles Distance, North East, in that Depth. I grant you have a Channel, between the great Basels and the Main, of four, five, six, and seven Fathom, but, I presume, no Mariner desires to encounter with such Hazards by Night; and since Experience assures us, this Island is lyable to hard Squalls, why shou'd we hazard the meeting of them in so narrow a Channel, there being no Reason equivalent to the Danger? A small Distance to the Westward of the Funnel at C. you will perceive the Hill at B. with a Pap on each upper End; and something Westward of that, you

will see the Elephant, as at A. At Times it looks like a broken Bowl, imperfectly round, with a Lump on the upper part; and as you run Westward, it will appear as if a Peice were cut off. These three remarkable Hommocks are certain good Marks for the Basels, and are seen at one Point or View, especially if you come from Sea. If you come from the Eastward, the Fryer's Hood is your Guide for them; when you grow near the Basels, you will perceive confused Heaps of Sand-Hills, and Lumps of Earth near the Sea-side, which appear, at a Distance, in many Places, like the Ruins of Houses; some of the Sand-Hills is white, and others red. The Land in the Country is very seldom seen, therefore I have omitted it, and given a Sketch of the Basels and Land thereabouts, being the greatest Danger of this Island, therefore keep your Lead going, with Care, by Night.

A. Is the Elephant before-mention'd. B. the Paps. C. the Funnel, or seeming Light-house. Here the Land trenches West South West; and four, five, or six Miles off Shore, you have Soundings of yellow Sand, with Shells inclin'd to be pepery, and sometimes corally, with small Pebbles. Depths, at these Distances, from twenty five to forty Fathom. Latitude of the great Basels, North, six Degrees eighteen Minutes. Variation, West, two Leagues off, two Degrees forty five Minutes.

A Prospect for both Baselles off the Head of CEYLON.



This Island (unfortunately Remarkable by the Captivity and Miseries of Captain *Knox*) is always made by our Ships, running the outward Passage, in the Easterly Monsoon, for *Bombay* Island, as also by those bound, with the Westerly Monsoon, to *Fort St. George*; therefore I have been the more particular in drawing the Land, and marking the dangerous Places along the Coast, whereby the Landfall may be made more safe.

This Island is inhabited chiefly by *Gentues*, but not without a Mixture of *Moors*, and other Nations, who carry on a pedling Trade with the Natives. The Sea-Ports are in the Hands of the *Dutch*, as *Columbo*, *Tootareen*, *Gawley*, and *Jaffnapatnam*, where they embark great Quantities of Spice, Rubies, Elephants-Teeth, Beetle-Nuts, Horses, Arrack made at *Columbo*, white Cloath

made at *Tootareen*, Pearls, Chank, Rice and Cocoa-nuts: Besides these Ports, they have several little Factories, and Look-outs all round the Island to prevent the Running of Spice; so that they border the Island quite round, and are supply'd by the Natives with Provisions, Rice, and Fish, which as it is a Convenience to the *Dutch*, who are too much employ'd in Trade to mind Cultivating and Fishing, so it yields no small Advantage to the poorer sort of the Natives, whose only Livelihood is providing these and other Necessaries for them; some sowing Rice and planting Cinnamon and Cocoa-Trees, others spinning white Cloath, others fishing for Pearl, Chank, and all sorts of Sea-fish, still carrying the Fruits of their Labours to the *Dutch*, who, in Return, fail not to keep them as poor as possible, by whose Industry they amass to themselves so much Wealth.

Part of the Eastern side of the Island CEYLON.

AN Appearance of the Land of the Island *Ceylon*, when I was a-breast of the great Basels in twenty nine Fathom brown Shells and Coral, the Land trenching North East, I being three or four Leagues off Shore, *May* the 14th, 1716. *H.* is a Saddle-Hill, brought over the high Land North West, which Saddle is remarkable. *I.* is a Tuft of Trees, and *K.* the Elephant; and a

Hommock appears Eastward, with two Paps, as express'd before. I was in this Depth, two Miles without the Basels; and observe, the little Basels lyes North East six Leagues from the Great. At this Point requires your Care mostly.



Another Prospect of the East side of CEYLON.

IN twenty one fathom Gruff Sand, with Shells intermix'd with Pebbles, two Leagues off Shore, the Land trenching North by East and South by West. *L.* is a piece of Saddle-Land to the Westward of the Funnel at *M.* which bore West South West a quarter West, when the Funnel bore West three quarters South, we then a-breast of the Hill at *N.* which seems to have a small

Pagoda at Top; at the same Time the Fryer's Hood was just perceivable, as at *O.* being amongst a Range of Hills, which breaks off the Shape: It bore North North West half West, and the Pagoda-Hill West by North half North.



A Sketch of the East side of CEYLON, when a-breast of the Fryer's Hood at C.

A. The Southern Prospect, and F. the Northern, being four Leagues off, in thirty Fathom brown Sand, with Shells, and some Coral.



Y Our Pilotage for rounding Point *Palmaras*, and going into *Ballefore* Road, when the false Point bore West North West three Leagues, and I in fourteen Fathom Ouze, I was in the Latitude of twenty Degrees twenty three Minutes the first of *June*: The Reason I affirm this to be the false Point, proceeds from my being in fourteen Fathom, and seeing no Land Northward, being occasioned by the Bay made between the two Points; I steer'd away, at this Point and Depth, North East by East, and had fourteen and fifteen Fathom Ouze, and sometimes intermix'd with Sand, 'till I run in the Night per Log thirty Miles, then my Soundings was small Shells and Pebbles, with Ouze, inclin'd to be black, and some Casts. The same Soundings, with black Sand, which with the Pebbles, is a certain Sign you are the Length of Point *Palmaras*, which Point is low, and has scragged Trees thereon, with a small Island, full of Trees, without it, off which lyes dangerous Breakers: I anchor'd in fourteen Fathom, in the Morning weight'd,

Note, A. is the high Land which trenches into the Bay Westward from the Saddle, which bore West by North. B. is a Strand of Trees by the Sea between both. C. is the Saddle which bore North West. D. is *Ballefore*-Hill. When Saddle-Hill bares West North West, and you in five, or five and a half, sometimes six Fathom, you are in *Ballefore* Road, where it flows North West and South South East, the Ground muddy.



THE above Prospect brings you to an Anchor against *Ballefore* River, where all Shipping take in their Pilots to go to *Calicut*, and the other Factories in the Kingdom of *Bengall*, where most Ships trading to the Coast of *Comandell*, and those Parts Winter, both for Safety and Convenience of Trade, which is more considerable here than in any other Part of *India*, affording great variety of Piece-Goods, Salt Peter, Opium, and several other Commodities of great Value; so that 'tis reasonable to believe the Trade is universal, both *Europeans* and *Asiatics* frequenting this River. The Chief of these Factories is *Calicut*, where the President and Council reside, and near which the Ships lye and take in their Lading. This River is very dangerous by reason of its great Rapidity, occasion'd by violent Rains up the Country, which happen yearly. The Air is very unhealthy in the Westerly Monsoon, but of late Years the Inhabitants have been less subject to Sickness than formerly.

Of the

the Wind at South West and West South West, being a great Sea, I hawl'd up, and kept North West by North, made the Breakers off the Isle and Point very plain; then I had fourteen Fathom Shells, Pebbles, and black Sand, a little after grew Ouzy, with the same Soundings.

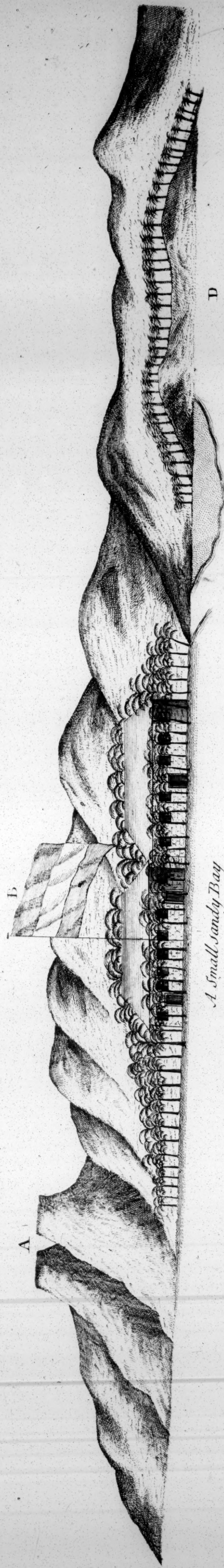
Thirteen Fathom is a very good Depth to round the Point in, that being done North North West is a good Course for *Ballefore* Road, however, have regard to the Tide; when I had run from fourteen Fathom into eight, I saw the high Land, as described, and our Soundings were then Sand with Ouze; so I observe, when Point *Palmaras* bares West, and you in fourteen Fathom, you have forty Miles into *Ballefore* Road. This Draught was drawn four Leagues to the Northward of *Ballefore* Road, then I was in five and a half Fathom sandy Ground.

Off the Island CEYLON, between the Basets and Gawley, lyes a Settlement belonging to the Dutch, call'd MATURE.

From the great Basets to *Mature* is twenty five Leagues, Course with three Mile Offing West by South half South, as you grow a-breadth of the Elephant you will perceive as before mention'd, odd, misshapen Hommocks and Hills, not far from the Sea side, most of which are Sand, and if it be clear when the Elephant bares North North West half West, you will see a Haycock on a high Ridge of Land in the Country directly away with it. I wou'd not advise any one to run within fifteen Fathom in the Night, between these Places, for an unexpected change of Wind may horse you in danger of several Breakers, which lye along shore, some of them near a Mile off. The Soundings as you run in from forty to ten Fathom are very nimble, and the Nature of them near the Elephant is yellow pepery Sand fifteen Fathom, being more than two Leagues off Shore.

A. Is the squarish Hills, which shoots in one as you approach *Gawley*, and looks roundish. *B.* The Dutch Flag of *Mature*. *C.* The Inlet. *D.* The Saddle. The Latitude of *Mature*, is five Degrees fifty five Minutes North. Variation, West in sight, two Degrees fifty Minutes, in the Year 1715.

When you approach *Mature*, which is twelve Leagues short of *Gimley*, the Land trenches East and West, you will then perceive a squarish Table, enclining to be round, which will bare North North West, when you are near that Factory that lyes amongst Cocoa-nut Trees, in a small Sandy Bay, and hoists a Dutch Flag, the Factory and another House being all you can see of Buildings; there lyes an arm of a small River, a Quarter of a Mile Eastward of the Factory, out of which, if you are in twelve or fifteen Fathom, they generally fend a Boat. Two Miles Eastward of the River is a Saddle Hill somewhat redish, with a range of Trees as describ'd at *D.* I run within three Miles of this Factory, and our Soundings was fine pepery Sand; the Flag may be seen six Leagues. This Place affords Refreshment.



Of the

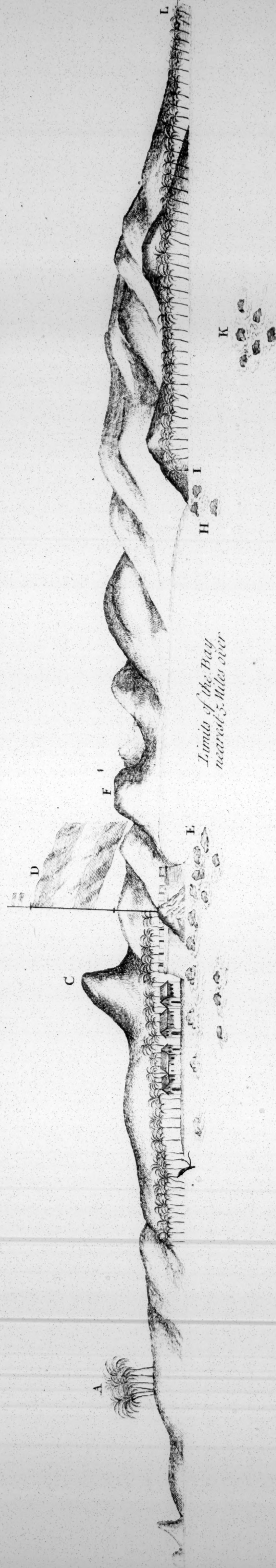
Off CEYLON, between Mature and Gawley, two Settlements belonging to the Dutch, October 26th, 1715.

IN the Offing of forty Fathom from *Mature*, you will perceive Point *Dundra*, being low and sneaking, shooting Southward; it lyes four Leagues to the Eastward of *Mature*. The Land in the Country makes fraged, and is treble thereabouts. The *Dutch* have a Look-out there, and generally send off to all passing Ships in fair Weather. When you are four Leagues Westward of *Mature*, in clear Weather, you may see the Flag at *Gawley* in thirty or fifty Fathom, the Water growing deep between these two Places, infomuch, that I observe, twenty Fathom is but a League off Shore. Your Soundings is fine Sand and Shells, sometimes Corally, with black Specks; midway, between these Settlements, the Table mention'd in the foregoing Account, and a Haycock Westward off that, are your best and longest Marks for *Gawley*. The Eastern Point that makes *Gawley-Bay* shoots down like a Dolphin's Nose, as you approach from the Eastward, the Fall being Westward, and there is a Range of Trees before it a-long Shore, that runs three Leagues Eastward; this Point may be seen, in this Shape six Leagues. As you come near *Gawley* you will see the Breakers, call'd the *Bellows*, that are very dangerous, and lye a Mile and half off Shore, bearing South East by East off you in that Road; not above two Leagues off, to the Westward of the Road about five Miles, lyes the Breakers call'd the *Whale*, which is rather more dangerous, because it lyes a League off Shore, and breaks high in several Places; after blowing hard, it bears in *Gawley-Road* North West by West. The Flag of *Gawley* seems to stand on a made Hill; the Wall of the Fortification lyes near the Sea, guard-

Note, I have experienc'd the Winds between the West South West and North West, from the 7th of October to the 27th, with South East Currents between the Basels and this Port. I observ'd the Current change, in this Road, the last Day of this Month, and run a Knot North West by West; the *Dutch* Pilots affirming they do frequently so on Full and Change, and therefore their small Vessels and Coasters, in contrary Winds, frequently anchor and stay for the changing Current.

A. Is a Tope of Trees four Leagues to the Westward of *Gawley*. B. the Whale. C. the Haycock. D. the Flag. E. the Western Breakers, that makes the Bay. F. the Square Table. G. the Point to Anchor at. H. the Dolphin's Nose, or the extrem Eastwardly Point of the Bay. I. part of *Ditto*. K. the *Bellows*. L. the Limits of the Eastward Prospect. The Latitude five Degrees fifty five Minutes. Variation, West, two Degrees fifty seven Minutes.

The Prospect and Marks for the Dutch Port of GAWLEY on Ceylon.



Between

Between the Port of Gawley, on Ceylon, and the Island Barbary, on the West side of that Island near Columbo.

THis Island, by my Observation, lyes in six Degrees twenty Minutes North, not a Mile off Shore, and may be seen seven Leagues; it is shaped almost like a Button, and not quite so large as *Pidgeon Island*, on the *Mallabar Coast*; there is a great many Trees on it, which appear very green, and some small Rocks and Breakers near the North West End. The Coast is very pleasant between *Gawley* and this Island, and no Danger appearing; four Leagues short of this, is a Village compos'd of Kedgan Houses, belonging to Fishermen, where the *Dutch*

keep a Person to observe the Natives do not Trade with any other Nation; they bring off good Refreshment. Soundings are very regular between *Gawley* and here, so that you may run, with safety, into twelve Fathom, or less, after you find the Coast trenches North West, or more Northerly; the Soundings is generally fine pepery Sand. I found a Current, helping me to the North North West half a Mile an Hour, the Beginning of *November*.

A. Is *Barbary Island*. *B.* *Adam's Peck*. *C.* a squarish Ridge. *D.* the Haycock. *E.* the Eastermost Prospect, when I took this Sketch. I found it fifteen Leagues between *Gawley* and *Barbary Island*. The Sea-side is mostly a smooth and sandy Strand, with green Trees intermix'd, and Banks of that Nature. The Land In-Country trebble, ridged and high. The Latitude of *Barbary Island*, six Degrees twenty Minutes. Variation per Amplitude, West, three Degrees five Minutes. 1715.

This Prospect is between Gawley and Barbary Island.



From Barbary Island, on the West side of the Island Ceylon, over to Cape Comareen, which is the Southern Cape on the Malabar Coast.

THE Cape, at first sight, made high and ridged, with broken Hommocks, bearing North by West, about fourteen Leagues Distance, by the Reckoning I kept from *Barbary* Island to this Cape, both Bearings and Distances included, I made my Course to the Land North, fifty nine Degrees West, Distance forty eight Leagues, difference of Latitude twenty eight Leagues, Departure forty two Leagues; in running over, I found a small Current, which varied, and not

very strong, the 5th of *October*. I shall say little of it, only as I run in with the Cape, I perceived it run North by East four Fathom; if you happen to fall anything Eastward of the Cape into the Bay, in *October* or *November*, the Currents setting Eastward, with a contrary Wind, will detain you very tediously, and consequently in little Winds and Calms, which oblige you to anchor.

A. Is the scragged Pitch of Cape *Comareen*, that bore North by West seven Leagues Distance at this Prospect, we being in forty five Fathom corally Rocks, with gruff Sand and Shells; and midway, between the Cape and *Tegapatam*, in thirty Fathom Water, four or five Leagues off Shore, we had blewish Ouze, tending to Green, intermix'd with gruff Sand and Shells, the Needles, or Points, shooting in with the high Land about that Time; it is not safe to go within twenty two Fathom between these Places. *B.* is a large Hommock, like a Haycock; on each side lyes reddish Cliffs near the Sea. *C.* is *Tegapatam*. The Latitude of Cape *Comareen*, as I observ'd, is seven Degrees forty five Minutes North. Variation, West, six Leagues off, four Degrees three Minutes. 1715.

Note, The Cape may be seen above thirty Leagues.

A Prospect, from the Pitch of Cape Comareen, to what was call'd the Dutch Look-out of Tegapatam, being ten Leagues North West nearest, thirty five Fathom being five Leagues off Shore.



A Prospect

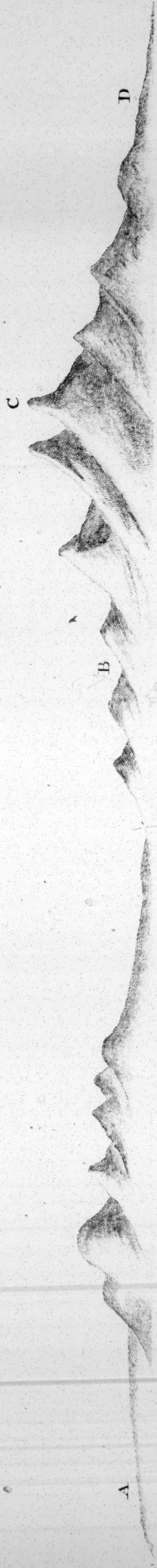
A Prospect of Cape Comareen, as express'd by Bearings.

I Was in twenty three Fathom yellow Gruff-Sand, with Coral, and some Shells, when I drew this Sketch, and in the Latitude of eight Degrees North; I steer'd over from *Ceylon*, being six Leagues Northward of *Columbo*, North West by West, one hundred twenty five Miles, which brought me into twenty two Fathom sandy Ground, by which I perceiv'd my self within the Cape,

therefore I steer'd West by South twenty Miles, which produc'd this Prospect and Soundings, as express'd at first, with Pebbles and Shells. I observ'd a Current setting into the Bay South East; therefore 'tis improper to fall within the Point, as I did the 9th of *February*, 1716-17.

Note, Just before you are the Length of the low Land of the Cape, the Clifts shoot into twelve Butts or Heads very remarkably, as you'll observe, if you fall anything into *Tootacreen-Bay*, and are oblig'd to round the Point to lay hold of the *Mallabar* Coast; 'tis therefore I offer this Draught to assist those that are so unfortunate.

A. Was the most Western Prospect, which I suppos'd the low Land of the Pitch of the Cape, bearing North West half North. B. North West by North. C. North North West, being two Rifings like Chimnies on the Remarkable Hills. D. North by West half West. I was at this Point five Leagues off Shore.



Between

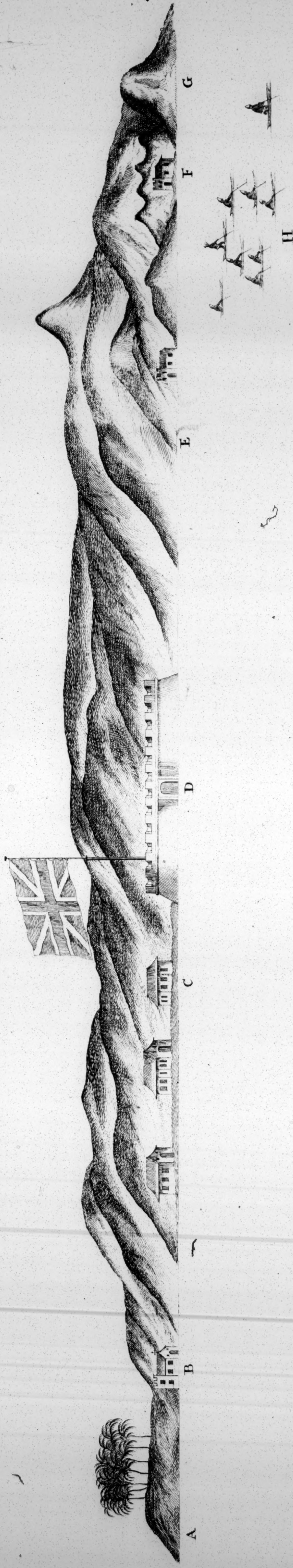
Between Tegapatam and Anjengo, on the Mallabar Coast, being twenty four Leagues nearest.

THE Land, between these Places, runs North North West; from Tegapatam to Ruttera is four Leagues, off which lyes several Breakers, that I have stem'd with North North West, when I have been in eighteen Fathom, so that 'tis not safe to come under twenty Fathom thereabouts; you may see three old Houses at Ruttera, when they bore North East, and we in thirty two Fathom fine Sand and green Ouze, five Leagues off Shore. We rais'd several small Hills, between the high Land In-Country and the Sea-side, one is distinguish'd by the Name of *Brinjohn-Hill*, being the Southern Mark for the Settlement of *Anjengo*, it makes like a Haycock, and there lyes a scragged Hill by it; Between that and the Sea there runs a fine green Bank, very even and full of Trees, which falls down like a Dolphin's Nose to the Northward, and when you grow a-breadth of it, *Brinjohn-Hill* is brought over it in the Country; there lyes no Danger between that and *Anjengo*, being four Fathom in many Places in the Surf. *Anjengo* Fort stands on the Sand, very near the Sea-side, and may be seen six

Note, In the Year 1707. putting off from this Place, design'd for the Port of *Mocha*, I made a dangerous Breaker, which, by my Account, lyes eighteen Leagues off this Place, due West; it broke as high as my Main-Yard in a squall of Wind.

A. Is a red Clift two Leagues to the Northward of the Factory. *B*. is a Portuguese Church. *C*. the peper Go-down. *D*. the Fort. *E*. the Out-set of the River. *F*. a Portuguese Church, four Leagues to the Southward. *G*. *Brinjohn-Hill*, which bears South East in the Road. *H*. the Place the *Cattamarans* are generally Fishing at. *I*. is a proper Point to anchor at. The Latitude of *Anjengo* is eight Degrees forty eight Minutes North. Variation, West, four Degrees twenty five Minutes.

The Prospect of the Settlement of Anjengo, and Marks for that Place, 1715..



THIS is the most Southerly Settlement of the English on the Mallabar Coast, whose chief Trade lyes in Pepper and fine Cloth, for which, this is not the worst Market in *India*, and is but little, if at all, inferior to *Carnar*, especially for Pepper; it serves also for a Look-out, or Place of Intelligence to the Traders on this Coast, where they touch for Letters and Advices, and learn if any Disturbance is broke out Northward, or any Pyrates discovered; if any Revolution or Change

of Government has happen'd at *Persia*, *Mocha*, or on this Coast, or any other Accident to interrupt our Trade, whereby we know the better how to proceed.

European Liquors and Stores generally meet with a good Market here; likewise Opium, and several sorts of *Indian* Commodities, are saleable here.

A Prospect

A Prospect of Anjengo at five Leagues Distance, bearing North East half East, I then in the Latitude of eight Degrees twenty nine Minutes, and had twenty eight Fathom Water the 10th of February, 1716---17.

A. Is the Flag. B. is a large Hommock, which lyes under the high Land In-Country, and is seldom seen; being at a great Distance, it appears like a Haycock; it bore East by North. C. is Brinjobn-Hill, which bore East. D. is the last highest Land by the Sea, Northward of Tegapatam, and in sight of Anjengo; it falls down like a Dolphin's Nose. These are your Southern Marks for Anjengo, at any Distance, especially off at Sea. This I think a necessary Help to those that approve sailing in the Offing. The Latitude of Anjengo is eight Degrees forty eight Minutes.



A Prospect

A Prospect of COCHEEN, and the high Land on the Back of it, as it appear'd when Cocheen bore East North East, four Leagues Distance.

Between *Anjengo* and *Cochéen* the Distance is thirty Leagues. The first Prospect Northward is *Edaway*, belonging to the *Danes*, being eight Miles from our Settlement; and from thence to *Quilone* is three Leagues. At *Quilone* the *Dutch* hoist a Flag, which you may see four Leagues; there is a sandy Strand, and pleasant green Trees a-long Shore. Our Soundings in seventeen Fathom off this Place was green Ouze; in fair Weather you may see a Range of Trees in different Shapes all the way up the Coast; Boats frequently come off here, and bring great Refreshment from this Place to *Porceat*, which is known by a very high single Brab-Tree, a little like a *Cocanut-Tree*, and a Town of *Kedagan* Houses near the Water-side, and is about fourteen Leagues off *Cochéen*, and a sandy Strand, with green Banks is your Prospect by the Sea; this single Tree is near the Sea-side, three Leagues Southward of the Town; in seven Fathom Water you have greenish Ouze two Leagues off Shore; the Prospect continues the same to *Cochéen*; from *Porceat* to *Cochéen* is above twelve Leagues, there

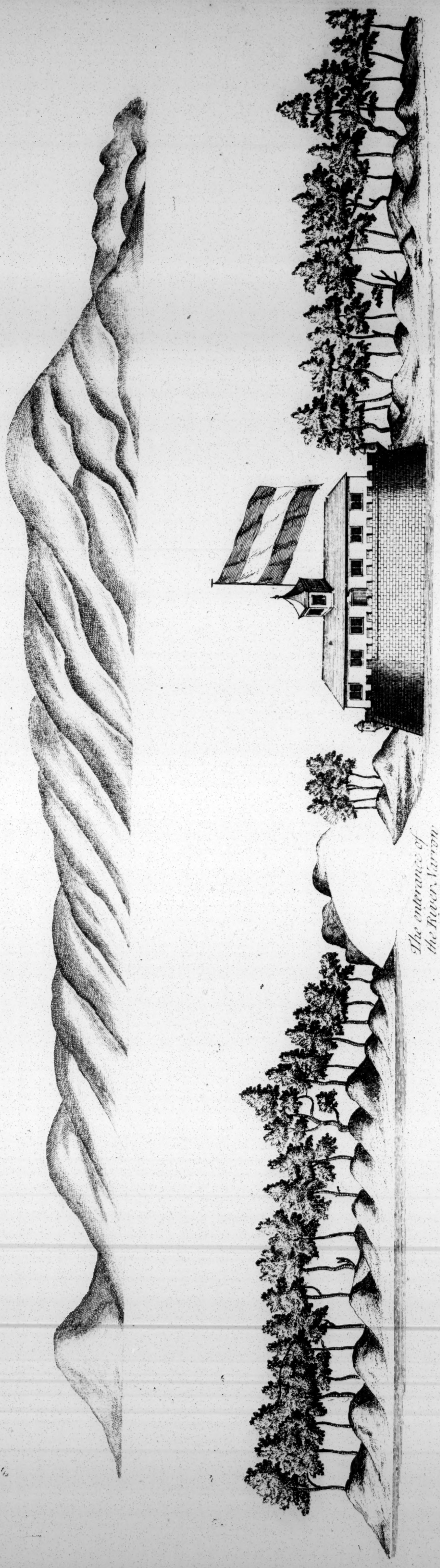
being no Danger in six Fathom; you may see *Cochéen* Flag very plain seven Leagues; the Flag is in the middle of the Fort, and the House is generally white, with a Turret on the Factory-House; there is a regular range of Trees, on each side, as described. The River empties itself into the Sea a little Northward of the Fort, which brought such a Stream, that it made Riplings into fourteen Fathom Water; and in the Road it shot past us, at Times, two Knots, which happen'd on the first part of the Ebb; the *Dutch* say, 'tis occasion'd by the Lateness of the Rains; it sets you Southward, if under Sail, therefore observe it. You have good Anchorage in six Fathom Ouze a little to the Northward of the Fort. We arrived here the eighteenth of *November*, 1715. The Latitude of *Cochéen* is nine Degrees fifty two Minutes.

C*ochéen* is a large Town situated a little way within the Mouth of a River, mostly inhabited by the *Dutch*, to whom it belongs, and has a great Trade, not only with Ships from *Europe*, but also with most Parts of *India*, which is chiefly owing to the black Merchants residing here, who deal in all manner of *Chinese* and *Japan* Commodities, with which they furnish their Homeward-bound Ships; so that this may properly be term'd one of the Staples of *India*, where all our Traders touch in their way to *Surrat*, partly for the sake of the great Variety of Merchandize, and partly by reason of the moderate Customs they pay here, which are much easier than in any other

Dutch Ports of *India*, who are every-where else remarkable for Extortion and Oppression in that Point, especially on the *English*, whether out of Jealousy, that we should get a better Footing in that Part of the World than themselves, or out of a natural love of Money and exorbitant Impositions, I cannot say; but so it is, that this is the only tolerable Port, in that particular, they have, where we never fail to get a good Return for *European* Liquors, not but that other Commodities turn to a very profitable Account, and Freight generally offers for *Surrat*.

The Prospect

The Prospect of COCHEN.



*The entrance of
the River, Cochon*

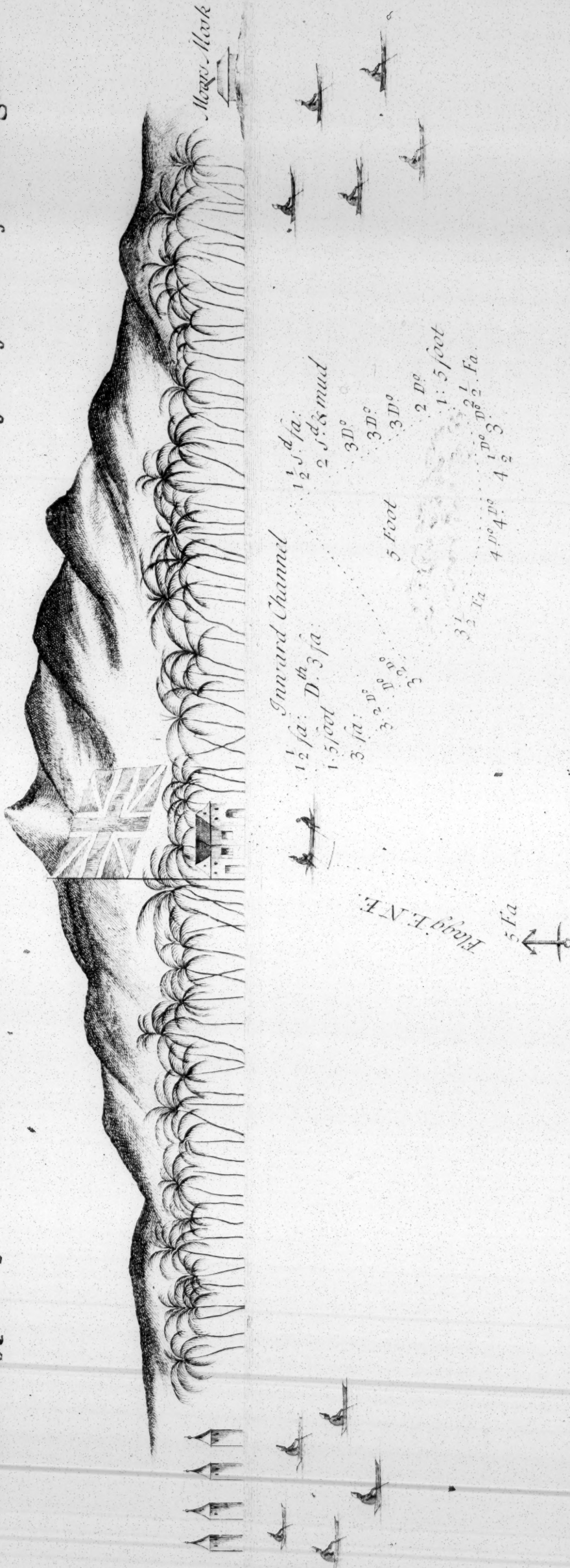
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Between Cocheen and Callicut I observ'd as follows:

I Perceive these two Places twenty eight Leagues a-part, the Land trenching North West nearest; there is no Danger between these two Settlements; you have a sandy Strand, with Cocoanut-Trees on the Back, close by the Sea-side, and a high Ridge of Land will appear sometimes in the Country, on which is a Peck, as describ'd by the Prospect. Your best Mark near *Callicut* is the Tombs, close by the Sea-side, a Mile to the Northward of the Settlement, which is screen'd by Cocoanut-Trees, so that you can hardly see one House; be sure anchor in five Fa-

Note, When the Flag bears East North East, and you in four Fathom, you may then steer with safety West South West off to Sea, without Hazard of the Town, on which is Soundings of five Foot; and all round the Breakers is two and three Fathom, but on the South side of them, is one Fathom five Foot.

The Prospect of CALLICUT and thereabouts; the Tombs to be seen five or six Leagues.



Here the *English* have a Factory: It was first possess'd by the *Portuguese*, who were afterwards driven from thence to *Goa* by the *Zamerhin*, or *Pope*, who demolished their Fortifications, and by his great Success and Experience in Military Affairs, gave a Name to the Sea of *Callicut*, which is call'd, *The holy Sea of the Zamerhin*. There are a sort of People, inhabiting this Part of the Country, of great Reputation among those of *Callicut*, for Honour, being bred Soldiers, who they call *Nairoes*. The chief Commodities we take in at this Port are Pepper, Rice, Ginger, Turmeric and some Cloth, and Freight generally offers for *Surrat*. I must not pass over the Account of this Place, without doing Justice to an *English* Gentleman, who resides here as Chief of the *English* Factory, it is *Robert Adams Esq;* who, during the many Years he has been here, has contracted so great a Reputation, for Candour and Integrity among the Natives, that those of the greatest Note and Distinction, scruple not to appeal to this Gentleman, as universal Umpire, both in Civil and Military Affairs, whose Sen-

thom, where you will have Ouze rather to the Northward of the Place, that you may avoid the sunken Town, on which there is Dangers; it bore from me at Anchor, in five Fathom South East by East, at which Time, the Factory-House bore East by North half North two Miles, and the Tombs North East by East three Miles; the Breakers on the sunken Town are sometimes so smooth you may be deceiv'd, if you do not observe your Depths and Bearings. The Latitude, as I observ'd, is eleven Degrees eighteen Minutes.

tence is always Definitive and Satisfactory to both Parties; inasmuch, that it is no unusual Thing for the Person, against whom he has given Judgment, to thank him in the most obliging manner, as well as his successful Adversary: What is no small Proof of the great Regard they have to his Justice, and Esteem to his Person, is, that those between whom he has once decided a Cause, are sure to come to him again the next Time they have any Dispute; a great Proof how much they lik'd his former Sentence. He is perfect Master of their Language and Temper, having studied both, by which Means he has gained that general Esteem and Value among them, as was never paid to any *European* here: It is to this, and the indefatigable Industry of this Gentleman, in the Company's Service and Interest, that the great Advantages and Success in Trade, which they have met with in this Place, are to be imputed.

H

Pilotee

Pilotage between Callicut and Sacrificed Rock, which is six Leagues apart.

Sacrificed Rock may be seen very plain in *Callicut-Road*; it lyes nearest three Leagues off Shore, and pleasant; it makes generally whitish, occasion'd by the Muteing of Birds, there being neither by which you have deep Water; sixteen Fathom is as near as you ought to approach; if you Shrub or Earth to be seen on it. The Appearance, at any Distance, is represented underneath. The run without it, 'tis steep too, and nine Fathom runs you through the inner Channel, being very secure Latitude of *Sacrificed Rock* is eleven Degrees thirty five Minutes North.

SACRIFICED ROCK.



Between Sacrificed Rock and Tellechery, being five Leagues and two Miles.

As you approach *Tellechery*, you will perceive the Fort on rising Ground, lying in the middle of that Bay, so made by Mount *Dillee* to the Northward, which bares off you in that Road North West half North, about seven Leagues Distance; and to the Southward of Mount *Dillee*, in fair Weather, you may see the *Dutch* Settlement of *Cananore*, which will bare North West by North

four Leagues and a half. You bring our Flag North East by East, about two Miles off Shore in green Ouze, and then you will bring that Peek, seen over *Callicut* East by North, over a reddish Hill by the Sea-side. At your landing a-breast of the Fort, lyes a Range of Rocks and Breakers, so be cautious how you go a-shore by Night. The Latitude of *Tellechery* is eleven Degrees fifty Minutes.

Note, This is the Prospect of these Places, at the several Bearings, mention'd off at Sea, in fourteen Fathom, where I could not distinguish any Distance between the Rocks and the Fort; but since I observ'd those Rocks to lye half a Musket-shot off Shore, and separate a little, so as Boats go between them. You Land just to the Southward of them; there is no Danger but what is in sight; you may Anchor in safety, in fair Weather, in five Fathom one Mile off Shore. A little Southward of the Fort, you may see *Sacrificed Rock* appear like a Sail from this Fort. When you are a-shore at *Tellechery*, you will have different Prospects, there being several small Bays and Rocks which appear between that Place and *Cananore*, in which Fishermen and others inhabit. This Place affords great Quantity of good Pepper, Rice, and some Drugs.

[27]

A Prospect of TELLECHERY.



Between

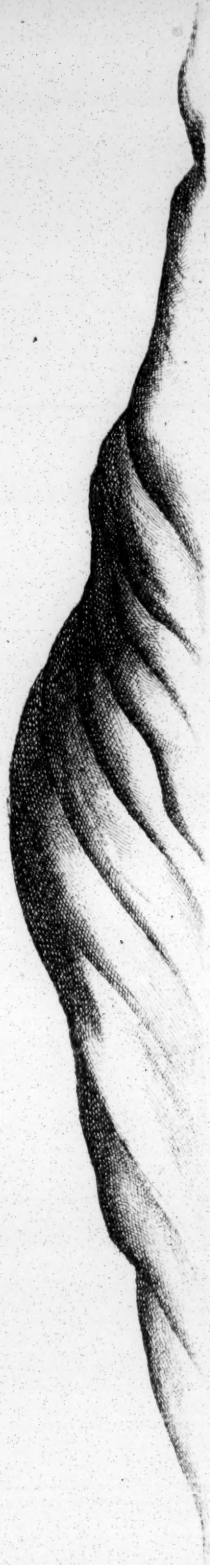
Between Tellechery and Mangalore is thirty Leagues, viz.

Mount *Dillee* makes in a Saddle both ways, and as you lay it going Northward, you raise Mount *Formosa*, which lyes nine Leagues to the Northward. I have drawn Mount *Formosa*, as it appeared to me when it bore North East by North five Leagues Distance, at which Time I saw a small

Peek upon a high Saddle Land In-Country. Four Leagues to the Southward of Mount *Formosa*, there lyes a reddish Hill by the Sea-side, that bore East half South, at the same time I saw the Peek. Mount *Formosa* is in the Latitude of twelve Degrees thirty Minutes North.

Note, When Mount *Dillee* bore South East by East, about four Leagues Distance, and we in seventeen Fathom Water, about four and a half or five Leagues off Shore, Mount *Formosa* bore North East three quarters North three Leagues; and a Building on a square Hill, next the Sea, appeared regular and white, bearing, at the same Time, East half South, with another pretty near it, bearing East half North, being on a Precipice, likewise near the Sea; and two other in sight, the one to the Southward of these, and t'other Northward; I suppose them all belonging to the *Moors*. The Land hereabouts appearing reddish near the Sea-side, especially towards Sun-setting.

Mount FORMOSA.



Between Mount Formosa and Mangalore is fourteen Leagues.

Your best Mark for *Mangalore*, in any Offing, is a high Ridge of Land in the Country, which falls down quoining to the Southward, and when it bears North East by East, you are a-brest of that Harbour; if you come from the Northward, and run into seven or eight Fathom three Leagues off Shore, and as many Northward of the Port, you will see, near the Sea, a square green Bank, which appears as if made by Hand; there is likewise a remarkable Lump,

as you'll perceive in the Prospect in the same Range, by the Sea-side, which is likewise a great Guidance. Your best Anchorage is in seven Fathom Ouze, open with the River, which is commodious. The *Portuguese* have a House here, on which they hoist a Flag, and assume greater Liberties than any other *Europeans*.

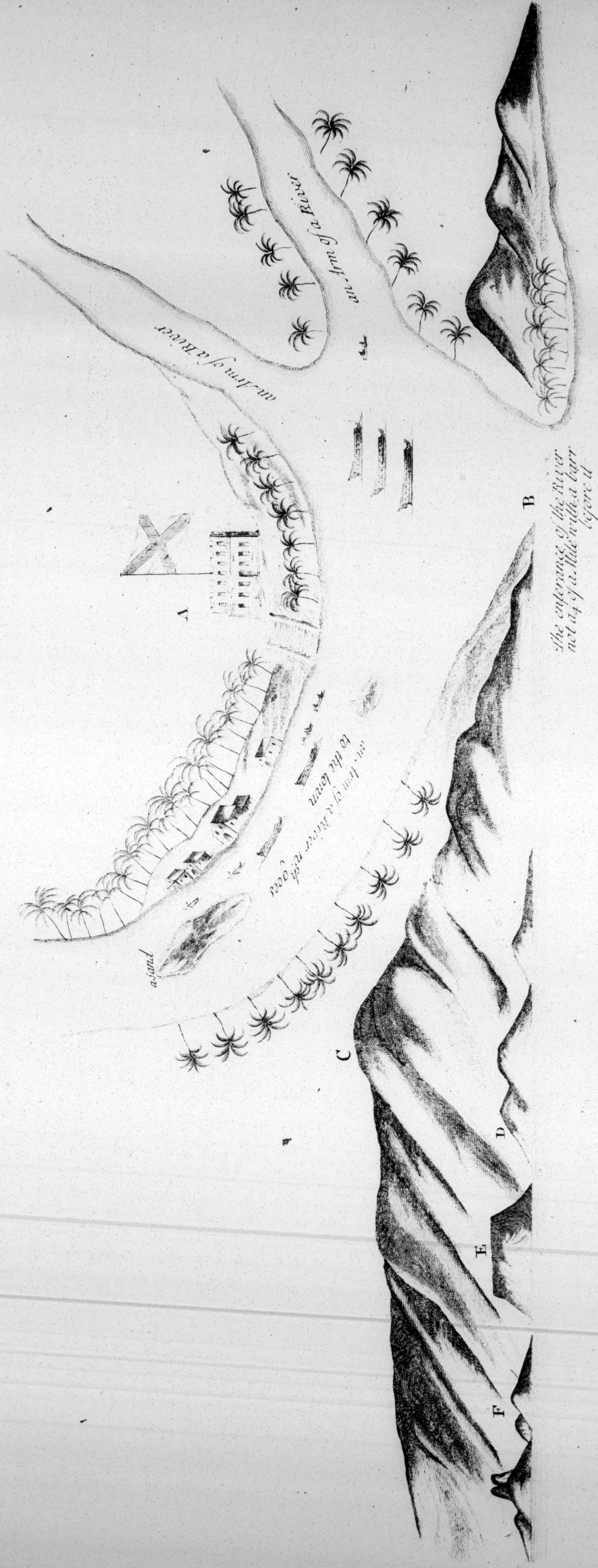
M*angalore* is inhabited by *Gentues*, who are a mix'd People, and kept in awe by the *Sedees*, who do a great Damage to the Trade of this Place, by their continual Insults on the Natives, not only robbing and spoiling them of their Goods, but frequently carrying them away into Slavery. This is the most famous Port for Rice in all *India*, being, as it were, the Staple or Magazine for that Commodity, with which it not only furnishes *European* Vessels, but also all the neighbouring Ports on the *Mallabar* Coast: The Town lyes within a River, divided into many Arms or Branches, the Entrance whereof is guarded by an ugly Bar, though not so dangerous as that of *Carwar*. The Insolence of the *Portuguese*, who pretend to confine the Market to their Regulations, is no Help to the Trade of this Port, where they come every Year about *November*, pretending a Right from an absolute Grant, and hoisting a Flag upon the Top of a

House, they command all Boats and Vessels, as well large as small, *European* as *Asiatick*, to come to them, and give them an Account of their Business, which done, they command them, in an absolute manner, not to purchase any Rice before they have broke and settled the Price with the Natives, for which, doubtless, they secure to themselves a *Premium*. Those that like it may submit to this Imposition, but the last Time I was there I took my own Measures, in spite of their Threatnings, and so may any one that has Resolution enough not to be made a Property of. Besides Rice, this Port affords Peice-Goods, Sapan-Wood, Copra, Steel, Drugs of several sorts, and other *Indian* Commodities. It is a convenient Harbour for Shipping, and Freight frequently offers for *Surrat* and other Places.

The Port and Prospect in and near the River of MANGALORE.

A. Is the Portuguese Settlement. B. the River's Mouth. C. the Quoining Land in the Country, which is your long Mark for the Place. D. a remarkable Saddle near the Sea-side. E. the square green Bank, which is a good Mark if you are in seven or eight Fathom. F. something remarkable in the same Range, which, I believe, made for Worship, and lyes four Leagues Northward of the River's Mouth. The Latitude of Mangalore is thirteen Degrees fifty Minutes, West, Variation.

Note, There is a Bar something near this River's Mouth, which is sometimes very dangerous.



Between

Between Mangalore and the Mulkey Rocks is thirteen Leagues, viz.

AS soon as you depart *Mangalore*, if you are bound Northward, have great Regard to the *Mulkey Rocks*, which lye very near a League off Shore, and in some Places have Overfalls of twelve and fourteen Fathom just by them, so 'tis not safe to come nearer thereabouts than fifteen Fathom, especially by Night: When I was in eleven Fathom Ouze, five Leagues North-

ward of them, they bearing South South East, I then saw the Ships in *Basalore* Road, which bore South East about six Leagues Distance; and three large single Trees, to the Southward of that Port, bore South East by South; *Basalore* Hill at that Time North East by North. The *Mulkey Rocks* is in Latitude of thirteen Degrees thirty five Minutes North.

A Prospect of the MULKEY ROCKS.

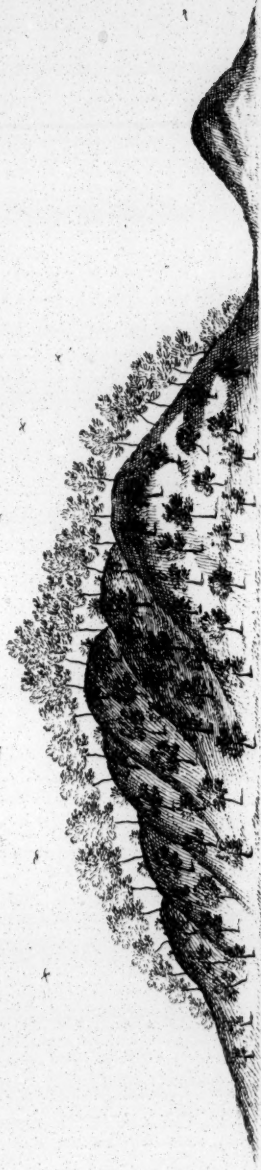


Between the Mulkey Rocks and Pidgeon Island is twenty one Leagues, viz.

There is nothing very Remarkable between these Places, saving the high Ridge of Land that comes from the Quoining Land, seen on the Back of *Mangalore*, that receives *Basalore* Hill, and trenches Northward far into the Country; the Coast is bold all the Way, and your Soundings green Ouze. *Pidgeon Island* is six Leagues off the Main, and may be seen as far North-

ward or Southward; the Channel made between is unquestionably good. There is a small naked Rock adjoining to this Island, where multitudes of Pidgeons breed; I have often taken them and a great many fine Oysters from thence at low Water, but you must carry Scrapers and long Spikes to strike them off. The Latitude of *Pidgeon Island* is in fourteen Degrees five Minutes North.

A Prospect of PIDGEON ISLAND.



Between Pidgeon Island and Carwar being twelve Leagues. 1715.

When you are midway between these Places, you will raise the Island *India Deva*, which lyes in the back Bay of *Bedcore*. The Island is fortified, and belongs to the *Portuguese*; it lyes a Mile off Shore, and has other small Islands and Rocks in the Neighbourhood of it; then as you open *Carwar* Bay, you will perceive the *Savage Islands*, which lye near the River's Mouth that leads to *Carwar* Town. The Starboard-side of the River's Mouth is known by a Range of Coconut-Trees, and an old Pagoda, or Worshipping-place, lyes on the Larboard-side, a little within the River. There is a Bar before the River, which makes the Entrance sometimes dangerous, because it shifts; when you are half a Mile within the River, it divides into two Arms or Branches, the Starboard leads to our Factory, and the Larboard carries you into the *Raja's* Dominions, where many Ships frequent; our Factory is two Miles up the River, against which lyes a Pepper Island. You may anchor any

Note, When I founded Bedcore it was just high Water, and the Moon wanted but two Days of her Full.

This is a fine large Bay, opening to the West, as described on the Draught, into which a River empties itself, divided into two Arms or Branches, by a Pepper Island belonging to the *English*, who have a Factory over-against it, a little way up the right Arm of the River, about two Miles from the Entrance. The most of our Trade here is in Pepper, which is very good and in great abundance, also some Drugs. This Factory is not the worst we have in *India*, the River being Navigable for small Vessels several Leagues up, and the Mouth defended by a Bar that shifts, besides several Savage Islands about a Mile from it or more, which in some measure secure Ships

at Anchor here. There is also a fine Cove here, call'd *Bedcore*, for Ships to Winter in from Weather and the Violence of the Monsoon; add to this, the Plenty of Provisions and Wood this Place affords, and it must be allow'd a very convenient Place to lye by in; but as there is no Convenience without an Inconvenience, so this Place is attended by a very great one, which is the continual War kept on foot between the *English* here and the *Raja*, or Prince of the Country, who joining with the Savages, does us a great deal of Mischief, and occasions a vast Expence of the Company's Money.

A. Is the Northern Point of the Bay, distant from the Point of Anchorage four Leagues. *B.* is the Pagoda within the River. *C.* the Entrance. *D.* the Coconut-Trees on the Starboard-side of the River. *E.* the Pepper Island. *F.* the Factory. *G.* the Branch of a River made by the Rains. *H.* the Entrance of *Bedcore*. *I.* the Coconut-Trees that leads to the Back-Bay. *K.* a proper Place to Anchor at. *L.* the Southern Point of the Bay. *M.* the Island of *India Deva*. *N.* the sunken Rock. The Letter *R.* signifies Rocks, and *S.* the Savage Islands. The Savage Islands are mostly inhabited, and have Guns mounted on one or two of them. The Latitude of *Carwar*-Bay is fourteen Degrees forty seven Minutes North. Variation, West, four Degrees thirteen Minutes.

A Prospect of C A R W A R.



Between Carwar and the Port of G O A, with Observations thereabouts.

WHEN you are a-bread of the Northern Point of *Carwar*, you will perceive a fine sandy strand, which makes a small Bay, there being two such between that Point and Cape *Ramus*; when Cape *Ramus* bore East South East six Leagues, and we as much off Shore, in twenty six Fathom fine Sand and green Ouze, then the North Point of *Carwar* bore South East by East, and one of *St. George's* Islands making over *Salsett*, bore North North East a quarter East, Distant five Leagues; the Southern Point of *Salsett* North East by North. As you approach *Goa*, you will perceive the Islands before-mention'd separate, and make in different Shapes; the first Building you will discern, as you come Southward, is call'd, *Nosé Senora de Capo*, being a white Monastery, built on a

Note, When I say 'tis but eight Leagues between Carwar and Goa, I mean the Extent of the two nearest Points.

THIS famous City lyes about eight Miles within a most safe and commodious Harbour, not unlike *Portsmouth*, and nothing inferior in Strength to that Place; were it not for many Windings in the Bay, and the Height of several Hills along the Banks on both sides, the Prospect would be very fine, there being a great many noble and magnificent Structures, both publick and private, in it. The Situation is like that of *Rome*, or rather *Constantinople*, being by the Sea-side, built upon seven Hills. It is chiefly inhabited by *Portuguese*, and swarms with Convents and religious Houses, inso much, that upon an Invasion, which frequently happens from the Savages up the Country, who infest this City much, to pillage her of her Wealth, did not the *Padres* or *Friars* fight as well as pray, it would become the Spoil of those Robbers, there being many more in the Convents than the Castles: These religious Men may indeed be call'd, *Saints Militant*, not figuratively, but essentially, for they do a great deal of Service on these melancholly Occasions.

This is the Metropolis of the *Portuguese* in *India*, govern'd by a triennial Viceroy, after the Model of the *European* Policy, with this Restriction, that though he makes Laws, he cannot execute them in capital Cases on Seculars or *Fidalgos*, the definitive Sentence, as to Life or Death, being in the King, and all such Cases tryable by a special Appeal in *Portugal*.

As you run past the Port of *Goa* you will perceive it appear, as described underneath, at the following Bearings: *Allguardo*, North North East a quarter North six Leagues. *Nosé Senora de Capo*, North North East half East. *Salsett*, North East half North. The Northernmost of *St. George's* Islands, North East. Cape *Ramus*, North East by East half East five Leagues. The Latitude of *Goa* is fifteen Degrees eighteen Minutes North.



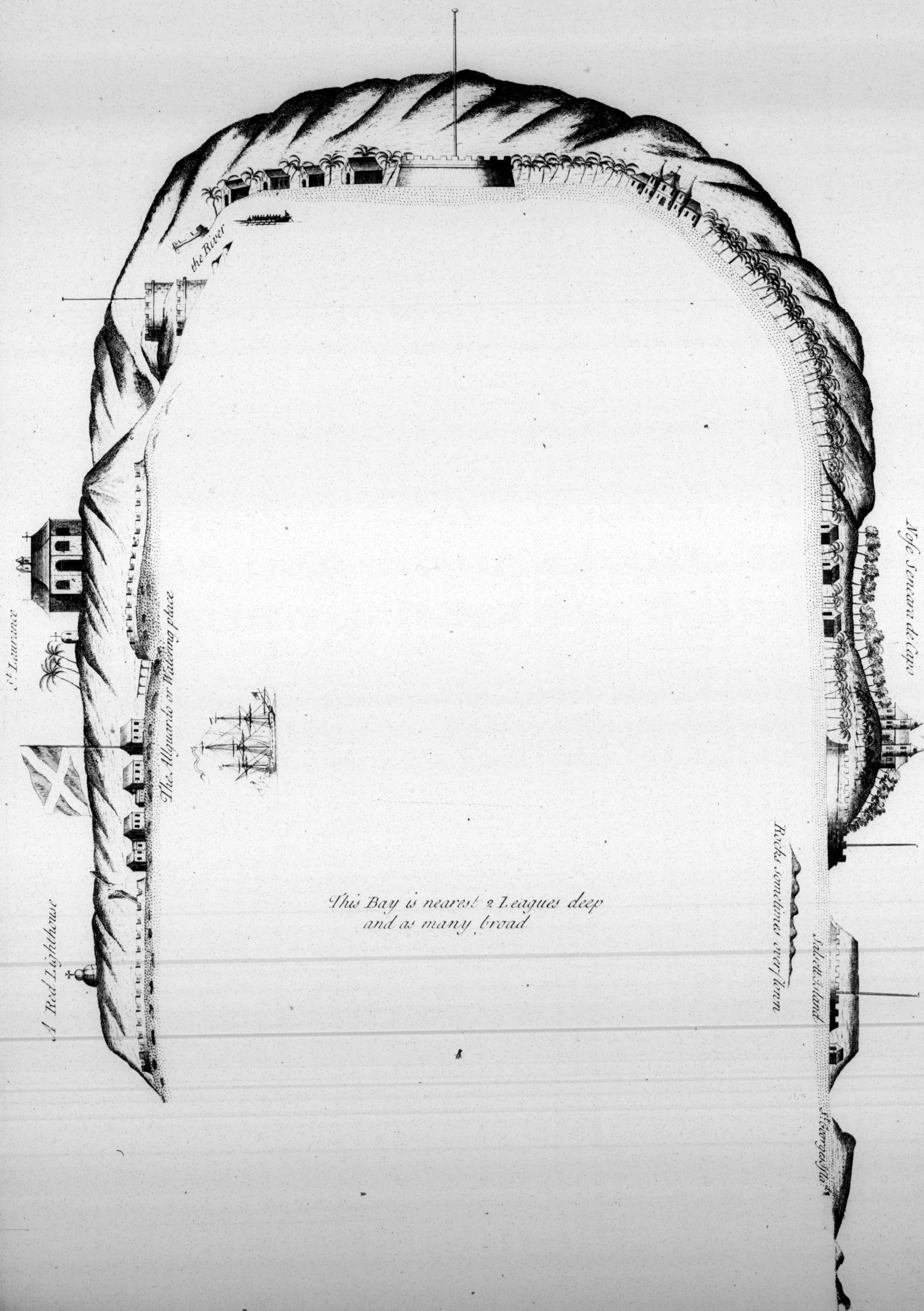
Hill on the Southern-side of *Goa-Bay*. The next is a Light-house over the *Allguardo*, at the Northern Point of the Bay, very near which you must Anchor, according to the following Directions: When the Flag-Staff of the *Allguardo* bures North half West, and you in five Fathom Ouze, then *Allguardo* Point will bare North West half West, at which Point anchor, and the Bay will appear as on t'other side: When you are open with this Bay, if the Wind should take you short, so as you are forced to turn in, have regard to the Trips you make towards *Salsett* or *Senora de Capo*, because there lyes Breakers and foul Ground some Distance from each of them; but on the *Allguardo* side you may be as bold as you please.

The Supremacy of this Viceroy extends no farther than over the Laity, the Clergy, of all kinds, being under the Direction of the Arch-Bishop, who is equal in Power, as to that Respect, to the Viceroy, and may not improperly be call'd, *The Spiritual Viceroy*.

The *Portuguese*, when they settled here, took care to bring their Failings as well as Virtues along with them, being altogether as bad Husbands, and as jealous of their Wives, here as at home, keeping them lock'd up, and hard to work, some of which are well-featur'd, and very handsome, the richer sort dressing themselves ridiculously fine in Jewels, after the *Indian* Mode. It is very comical to see how this Iech of Ill-nature has spread abroad among the Natives, they keeping their Women, though black and ill-featur'd, as carefully out of sight as the *Portuguese* do theirs; a great Argument of the Strength of Fancy.

We generally touch at this Port for Water and Arrack. *Bengall* and *Madaras* Piece-Goods sell very well here; likewise *European* Liquors and Apparel.

A Prospect of the Bay of G O A taken at Anchor off the Allguardo.



Between Goa and Vingula Rocks, viz.

FROM Goa to *Vingula Rocks* is ten Leagues, the Land appearing burnt and barren. Your left and longest Mark for these Rocks, is a roundish Hill over a Ridge of Land, as appears by the Prospect underneath.



There being no Factory of Trade hereabouts, known to *Europeans*, this Part of the Coast is less observ'd than any. The Latitude of *Vingula Rocks* is fifteen Degrees fifty Minutes North.

The Prospect of VINGULA ROCKS and Land In-Country.



Between Vingula Rocks and Gyria, being twenty three Leagues.

THE Land is unpleasant and barren, as before. About sixteen Leagues Northward of *Vingula Rocks*, there is a Building like a House, on a small Hill by the Sea-side, as represented; it bore off me East half South, in twenty six Fathom Ouze about five Leagues off, when the square kind of Table bore East by South. The Land about *Rajapore* is quadruple. When I



was a-breast of this Land, in five Leagues Offing, I had twenty five Fathom Ouze, the Land appearing as underneath. The Latitude of the Hill, on which the Building is, is sixteen Degrees forty Minutes North.

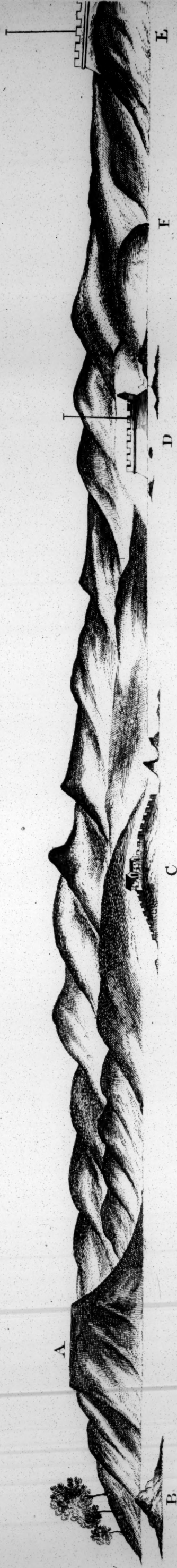


*A Prospect from Gyria, or Vizendruke, belonging to Angria, in the Latitude of seventeen Degrees ten Minutes, to DUN-
DE RAJAPORE, belonging to the Sedee.*

THIS Place lyes in the Latitude of eighteen Degrees twenty five Minutes; the Distance between it and *Dunde Rajapore* is forty Leagues. *Gyria* has a Castle built on a high Hill, on the Starboard-side going into that River, as represented at E. it may be seen eight Leagues; that River is very commodious for Shipping, but Provisions are scarce. *Rajapore* lyes three Leagues Northward of *Gyria*, as represented at F. 'tis composed by two Cape-Lands, and the River is said to be Navigable. The next Place belongs to the *Melmans*, being a small Place by the Sea, call'd

Sevengur; 'tis four Leagues Northward of *Rajapore*, as at D. and from thence to *Sevendruke* is seven Leagues, which Place is so much to Northward of *Sevengur*; it belongs to *Angria*, being a Fortification on a Rock, as at C. From *Sevendruke* to *Dunde Rajapore* is sixteen Leagues, the Land high and remarkable by the Table at A. and the Trees and Fall of the Hill denotes the Entrance of the River *Dunde Rajapore*. Made four Degrees thirty four Minutes Variation, West, in twenty five Fathom a-breast of *Gyria*.

Note, When you are midway between these Extreams, you will see a Square Hill, Northward by the Sea, as at A. which is a certain good Mark for *Dunde Rajapore*; but if you are in twelve Fathoms, the Trees on the Brow of the falling Cape-Land is your Direction for that Port. When the largest Tree bore East South East, the Table bore East South East half South, then you'll see an Island on the Larboard-side of the Entrance.

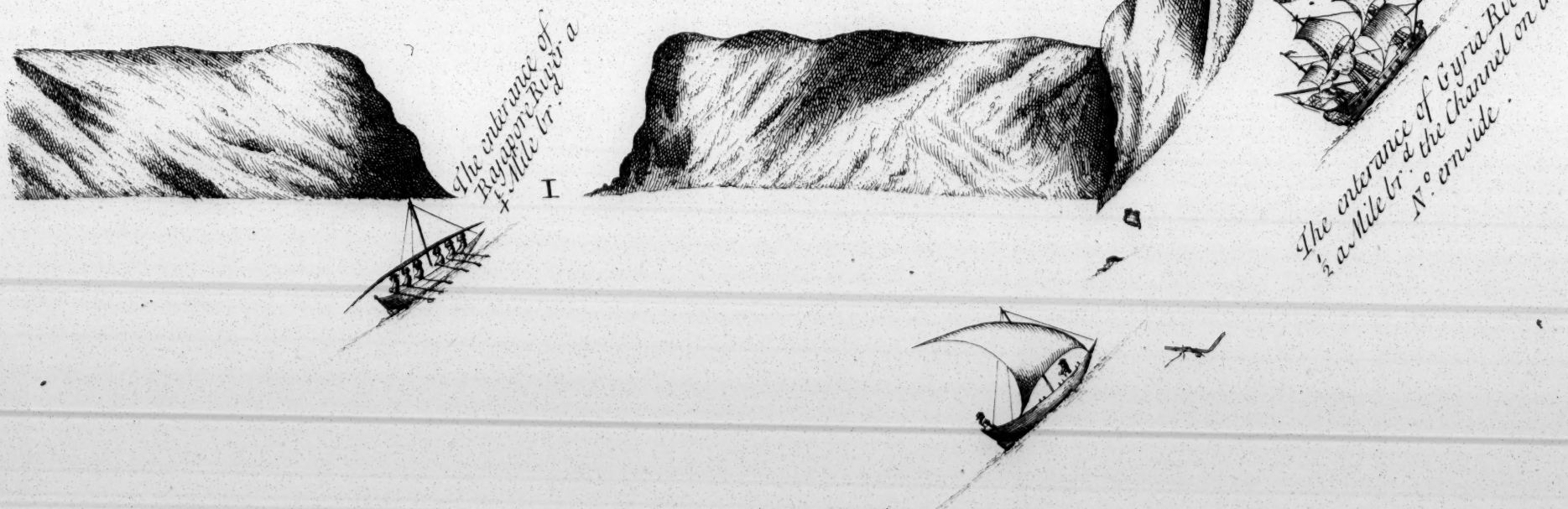


A Draught of Gyria, or Vizendruke.

The Index:

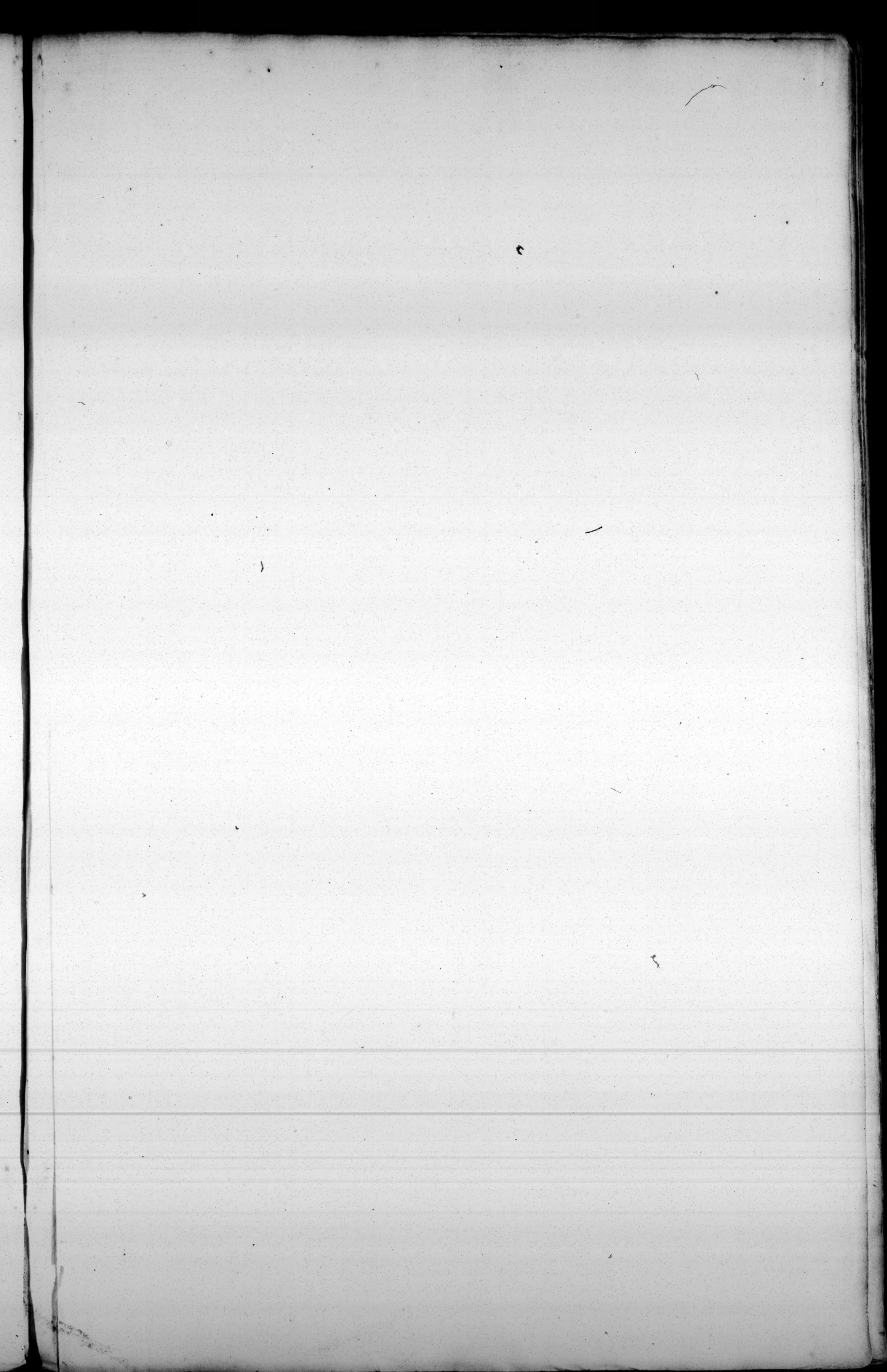
- A. Is the Highest ground on which the Castle is Rais'd.
- B. is a Platforme of 10 Guns pointing up the River.
- C. is the place they haul the grills a shoar being sandy.
- D. is a Street in the back bay where you may draw up 500 Men.
- E. is the place he carries his prizes too.
- F. is the maine River.
- G. is a branch of D.
- H. Appears like an Island.
- I. is the mouth of Rajapore River three leagues N^oward of Gyria.
- K. is the place of Anchoridge to unloade.

Latt^d 17 10 N^o Variation W^t 4.34.



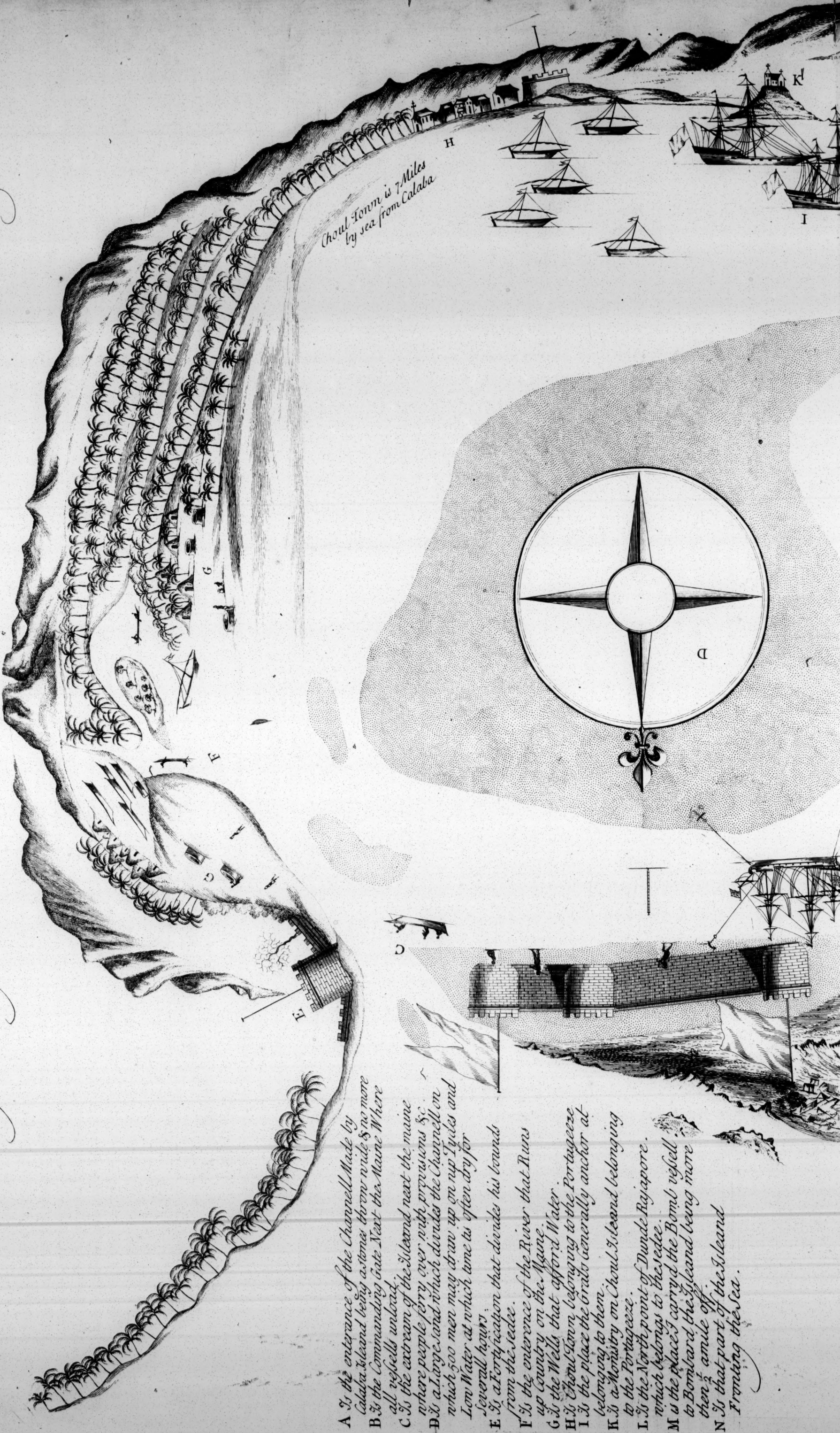
River
and on the
side.





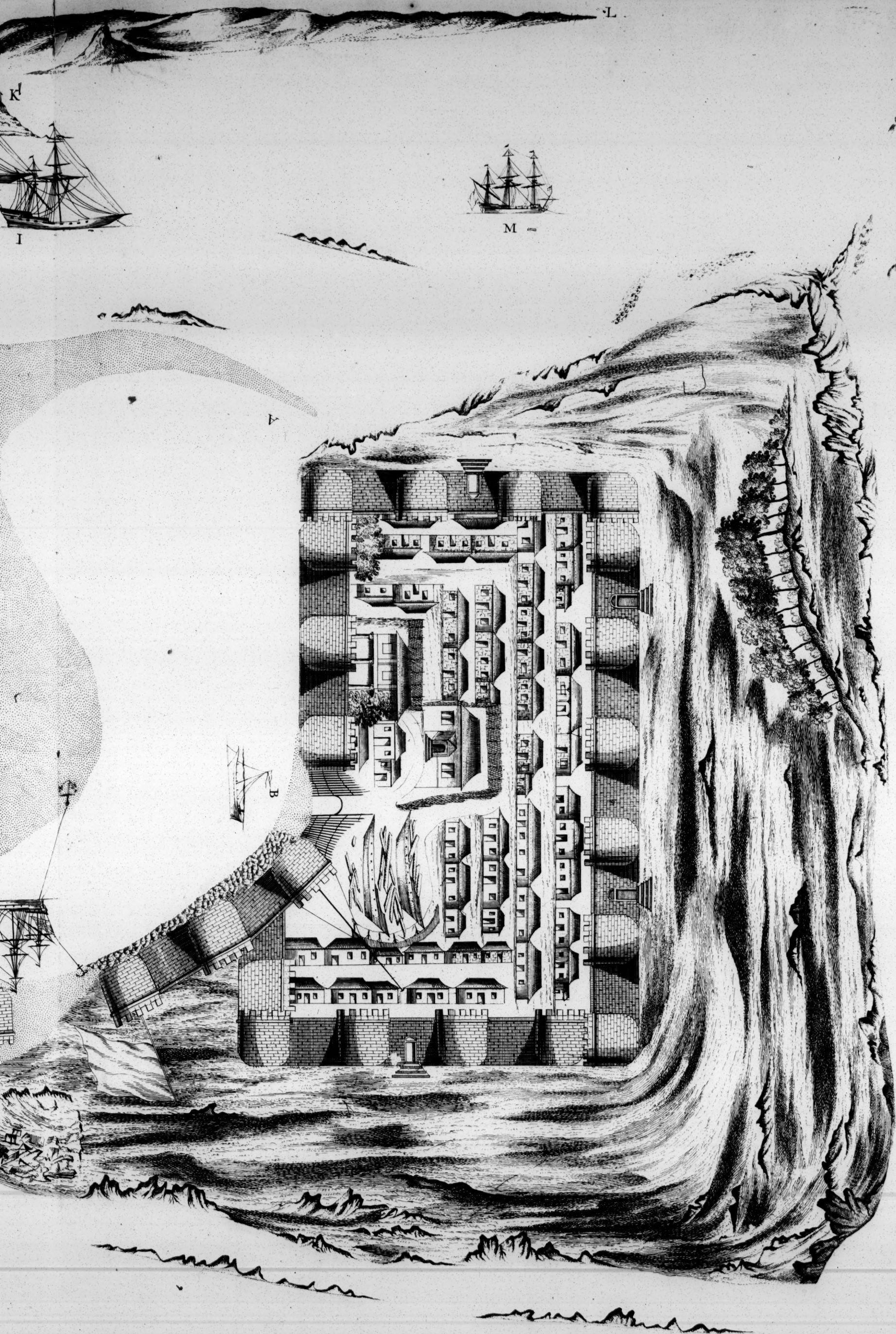
A Draught of the Island Calaba. Belonging to Angria.

being 8 Leagues from Bombay and all the Land from thence to Choul and the North Point of Duude Rajapore



- A Is the entrance of the Channell Made by Calaba Island being as it were thrown wide & no more
- B Is the Commanding Gate Next this Name Where all vessels unload.
- C Is the extrem of the Island next the maine where people ferry over with provisions &c.
- D Is a large Island which divides the Channell on which 500 men may draw up on up Tydes and Low Water at which time is often dry for several hours.
- E Is a Fortification that divides his bounds from the seide.
- F Is the entrance of the River that Runs up Country on the Name.
- G Is the Wells that afford Water.
- H Is Choul Town belonging to the Portugese.
- I Is the place the Grats generally anchor at belonging to them.
- K Is a Ministry on Choul Island belonging to the Portugese.
- L Is the North point of Duude Rajapore which belongs to the seide.
- M Is the place I carryd the Bomb vessel to Bombard the Island being more then $\frac{1}{2}$ amile off.
- N Is that part of the Island Fronting the Sea.

Choul Town is 7 Miles by sea from Calaba



Between Dunde Rajapore and the Island of BOMBAY, the 26th of December, 1715.

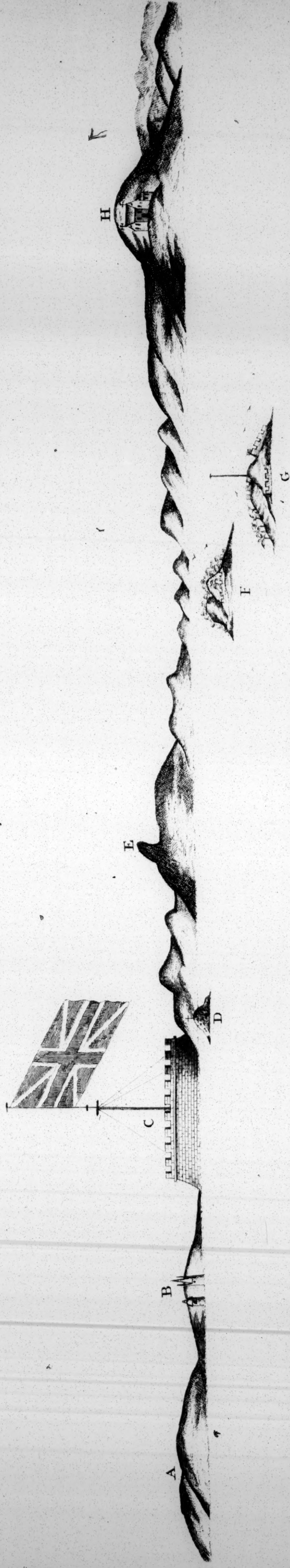
THESE Places are about fourteen Leagues Distance, and your first Prospekt Northward is *Choul*, on which rising Land you see a Church before you are the Length of *Dundee Rajapore*, it being but four Leagues Northward of it: I am inform'd there lyes foul Ground in Shore thereabouts; the Tides began to effect us, thirty Leagues Southward of *Bombay*, perceivably. From the Southern Point of *Choul-Bay* to the Islands *Hunarey* and *Cunarey* is six Leagues and a half, and may be seen as far; *Cunarey* lyes so near the Main that 'tis obscure, when *Hunarey* is seen plain; both are fortified, *Hunarey* belonging to *Angria*, and *Cunarey* to the *Sedee*. About four Miles, or a little more to the Southward of *Hunarey*, close by the Main, lyes the Island *Callaby*, inhabited by *Angria*, being fortified with Towers, and a Wall all round. The Channel is very narrow, and to the Southward, seeming half a Mile off the Main, as it appear'd to me at two Leagues Distance, there is no Passage between the Islands of *Hunarey* and *Cunarey* for anything but Boats:

They lye in the Latitude of eighteen Degrees forty five Minutes; when I was a League Southward of them, and as much Westward, I had nine Fathom Ouze, I then saw *Caranja*-Hill, and presently after rais'd *Mallabar*-Hill on the Island *Bombay*, and soon after saw the Tombs and Flag. When this Prospekt offer'd, the Flag at C. bore North North East half East about four Leagues, we then in seven Fathom Ouze; at the same Time the Tombs were near the same Bearing, as at B. *Caranja*-Hill at E. bore North East by North, and *Hunarey* South East three quarters South two Leagues; *Cunarey* South East a quarter South. At these Bearings we steer'd North East by North, to avoid the Reef which runs off *Old Woman's* Island; as soon as you have hard Ground, 'tis time to go about from that side, and the same Soundings is your Direction on *Caranja* or *Pen* River side. The Direction for Porting your Ship at *Bombay* is hereafter mention'd.

Directions for going into BOMBAY.

Note, It flows here North by West and South by East nearest, though the Rivers and Indraft frequently makes some Variation, according to the Help or Opposition of the Wind. When you approach this Island, at seven Miles Distance, have regard to the Sea-Reef, by avoiding hard Soundings, there being no Danger in soft Ground on *Caranja* side. When the Tombs on *Old Woman's* Island are in one, you then steer clear of the funken Rock; and when *Mazegun* Houle is open a Sail's breadth to the Eastward of the Fort, you go clear of the Oyfter-Rock, or when the Monastery on *Caranja* Hill bears East South East, and you in seven Fathom, you may steer North North East half East, observing the Tide, and avoid the Rocks, middle Ground, &c. and all the safe Channel is Ouze. The Latitude of *Bombay* is nineteen Degrees North. Variation, West, six Degrees five Minutes.

A. Is *Mallabar* Hill. B. *Old Woman's* Island. C. *Bombay* Castle. D. *Cross* Island. E. *Caranja*. F. the Island *Cunarey*. G. *Hunarey*. H. the Monastery on *Choul* Island.



THIS Island belongs to the *English*, who have been possess'd of it ever since the Year 1661. when it was surrendered to us by the *Portuguese*, as part of the Dowry of *Donna Infanta Catarina*, Sister to the late King of *Portugal*, and Consort of King *Charles II.* after which it was three Years before we thought it worth taking Notice of; but since 1664. it has flourish'd very much, and is now become a Place of considerable Trade, which is owing, in a great Measure, to the In-

dustry, Care, and Encouragement of *Charles Boon*, Esq; President and Governour, whose Goodness to the Natives, and Encouragement to Strangers, has given great Satisfaction on this side *India*, and very much improv'd the Company's Credit. The Air here is indifferent, and the Inhabitants mostly *Gentues* and *Portuguese*.

L

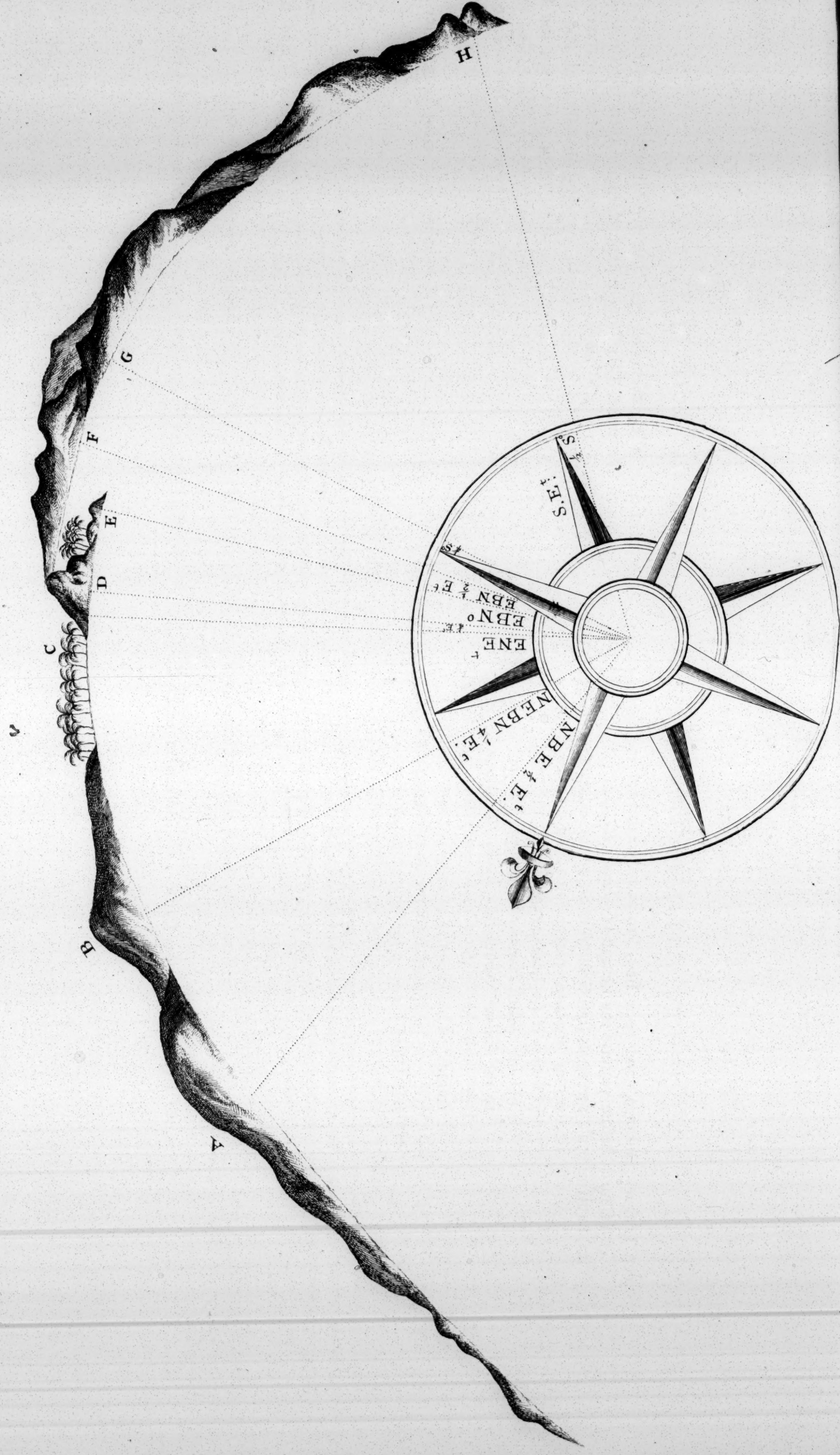
A Sketch

A Sketch when a-breast of the Elephant, in the back Bay made by Bombay, Sept. 27, 1717.

I WAS seven Miles off Shore, in ten Fathom Ouze, when I drew this, the quoining Land of the Main trenching, as expres'd between F. and H. The Tide flows hercabouts South West and North East, and circulates all round, the Ebb running but four Hour.

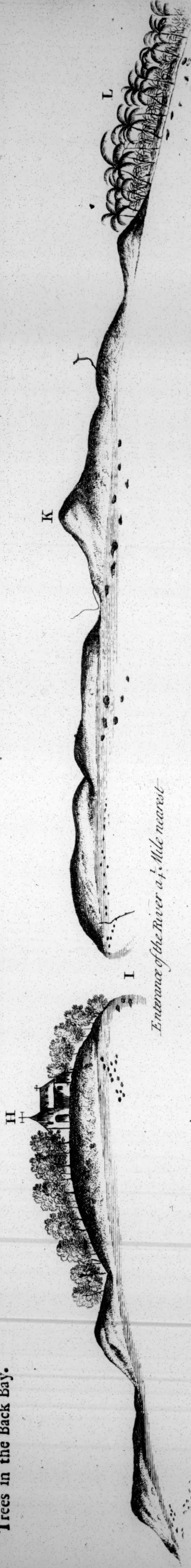
Note, When you are in eleven Fathom soft Ground, the Neats-Tongue bearing East by South, a Square Table belonging to the high Ridge of Land In-Country being at that Time directly in the Middle of it. *Mallabar* Point, at *Bombay*, then bore South East a quarter South about four Leagues, and none of the low Land, or Trees of the Island appearing Southward of it, to be seen on the Deck.

A. Is *Mallabar* Hill, bearing as expres'd per Compass. B. is *Torumba* Hill. C. is the Trees in the back Bay. D. the Elephant. E. the highest Land of *Old Woman's* Island. F. the Northern Part of the Island *Caranja*. G. the Southern Part of *Caranja*. H. a Hill falling down with two Heads, to the Southward of *Bombay* on the Main, being very Remarkable.



A Sketch when a-breast of MAHIM RIVER.

H. Is a Portuguese Church on the Starboard-side coming out, being built on a rising Green Hill. I. Is the Entrance of the River. K. is the Prospect of Mallabar Hill, taken at this Point. L. Cocoa-nut Trees in the Back Bay.



A Prospect of the High Land of St. John's, going to Surrat, in eighteen Fathom Water, soft Ouze, three Leagues and a half off Shore, the High Cape Land South East by East, and the other Prospects as represented.

COME no nearer this Land then seventeen Fathom, to Anchor especially, there being Overfalls and rocky Ground, as well as Shoul, till you bring the Pitch of the Cape South East by East, then you have soft Ground and may turn up to Surrat, in seven Fathom Water. Short of the high Land of St. John's about three Leagues, you see a Peak like that of the Basels off Ceylon, being Southward of that Land; a-breast off it I observ'd it flow'd North and South, on the Change, in seventeen Fathom Water. When you are a-breast of Bassen, you'll see a high Haycock and a square Table Land Northward, trenching down in a quoining manner, which is your long Marks for that

Place. The Latitude of the Peak three Leagues Southward of the High Land of St. John's, I find to be nineteen Degrees thirty eight Minutes North. The Peak lyes on the back of a scragged Range of Land. The two Paps at A. are your Marks for Demand, which lyes three Leagues or more to the Northward of them, as you'll discover by a Glas; the Church or Convent being to be seen seven Leagues. Off Demand you'll see the Hommock call'd Gaudina, which is the last high Hommock Southward of Surrat; you'll see the Ships in that Road, and Gaudina at one view, when between both.

Note, The Peak mention'd to be like the Funnel or Peak of Ceylon, is seen Northward as well as Southward, off the High Land of St. John's.



THIS is the greatest Port on this side India, and lyes about two Days sail North of Bombay, inhabited reciprocally by Natives, Dutch, French and English, who Trade to all Parts of the known World; the Trade not being confin'd to the Ships of any particular Nation, but Christian, Jew, Turk, and Heathen, all deal one among another; the Market is alike and open to all Ships, from Europe, Africa, America, and distant Parts of Asia, meet here and unlade as at an universal Staple. There is not a Commodity which China or Japan affords, but they meet it here, as well as those of India, which are brought in by Ships of neighbouring Parts; so that the whole Trade of the Eastern World seems to Center at Surrat. This occasions a prodigious Concourse of People of every Nation, Climate, and Constitution, who intermixing one with another are liable to many Distempers,

and makes it the most sickly Place in all India; hence arise great Inconveniences to Ships coming into this Port, who are forc't to unlade at some distance from the Town, at the River's Mouth, and have their Goods open'd and search'd by Officers appointed for that purpose, who take that opportunity of discovering any Fraud design'd in Point of Customs, in which they are very strict and rigorous here, which must be paid, and all the other Circumstances of Inspection perform'd, before they suffer you to bring your Goods into your Warehouse; a Fatigue and Trouble, nothing but so good a Market as Surrat could ever make tolerable, but that answers all Objections, makes all Hardships easy, and spite of these Impositions, draws to itself the Trade of the whole World.

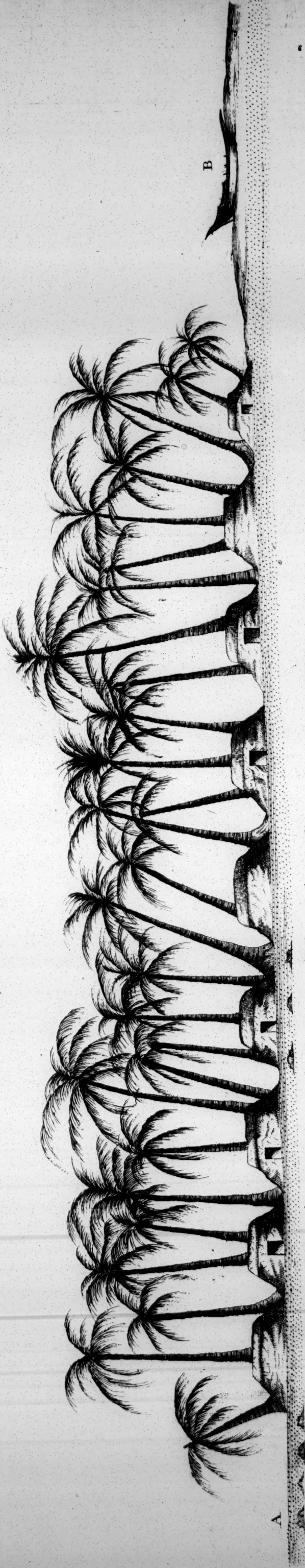
This is

This is one of the Laccadeva Islands, call'd Qualpena.

I lyes in the Latitude of ten Degrees North, it bore North North West half West three Leagues when I drew it; 'tis low and sandy, with Cocoanut-Trees, and is not to be seen above six Leagues at Mast-Head. Most of these Islands are of the same Nature. I perceiv'd it two Degrees from Telle-

chery to, this Island Westward; there is no Danger about it, unless you happen on the Northern side, where Breakers lye a quarter of a Mile off Shore. This I made the 7th of March, 1716--17. bound to Mocha.

Note, This Island and Minicoy make the fairest Channel through the Laccadeva and Maldeva Islands!

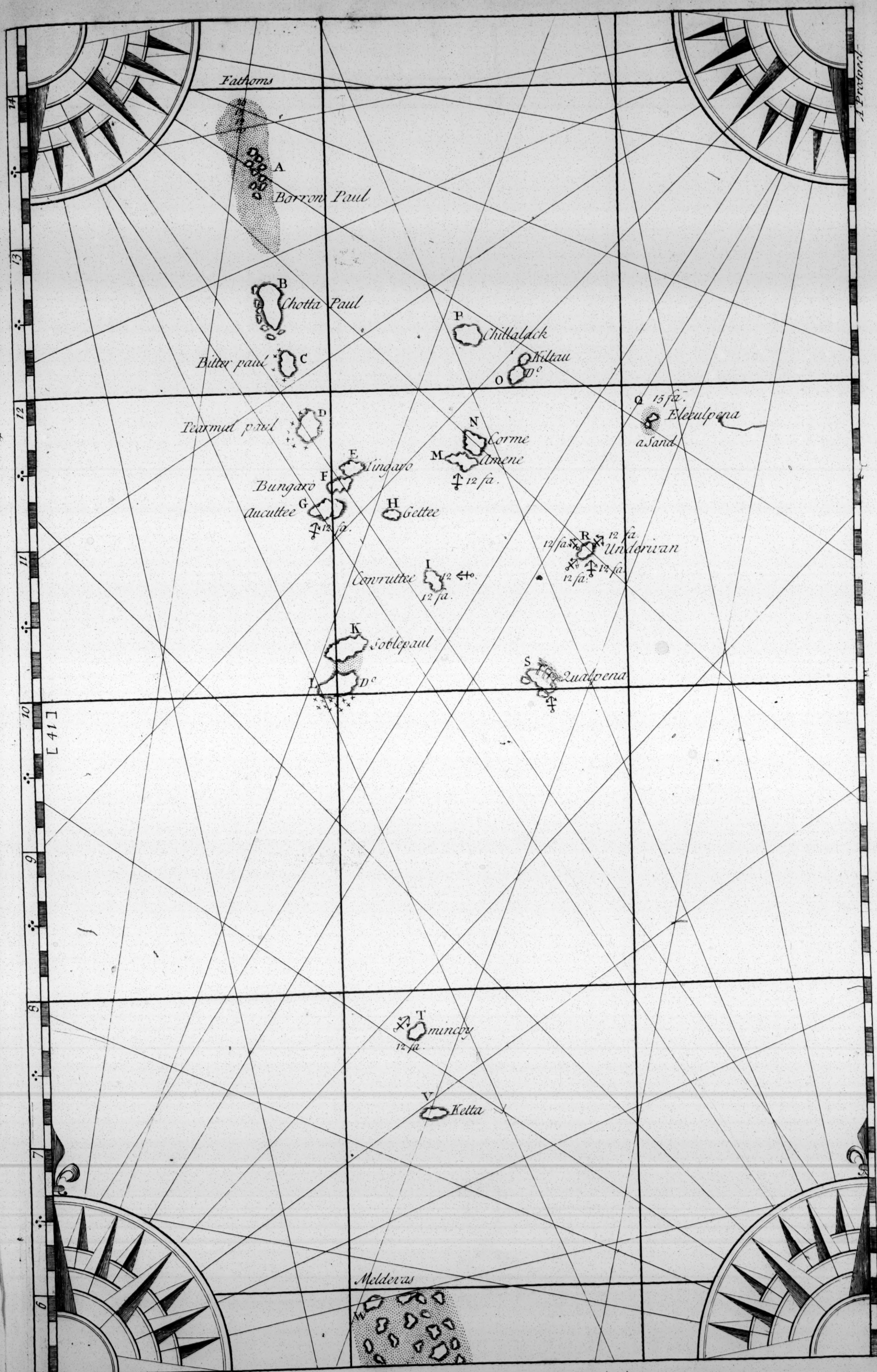


A Description of the Laccadeva Islands, taken from a Pilot born on the Island Qualpena, 1717.

Letter	Latitudes.	Distance off the Malabar Coast.	Distance from the next Island.	What length.
A	Deg. Min.	Lgs. from	From B. 4 Leagues	Lgs. long
B	13 30 North	80 Eastallore	Ditto A. 4	6
C	12 40 Ditto	80 Mangalore	Ditto D. 4	2
D	12 15 Ditto	80 Mount Dillee	Ditto C. 4	3
E	11 40 Ditto	76 Cannanore	Ditto F. 1	3
F	11 28 Ditto	72 Tellechery	Ditto E. 1	2
G	11 24 Ditto	76 Ditto	Ditto F. 1	2
H	11 15 Ditto	80 Eyrore	Ditto G. 1	4
I	11 10 Ditto	72 Panmane	Ditto H. 8	2
K	10 40 Ditto	68 Chittaway	Ditto L. 1/2 Mile joyning	2
L	10 20 Ditto	80 Ditto	Ditto N. 1 1/2 Mile	6
M	10 00 Ditto	60 Sacrificed Rock	Ditto M. Ditto	6
N	11 30 Ditto	56 Ditto	Dit. 1 Leag. from a sm. Isle	4
O	11 32 Ditto	48 Mount Dillee	Ditto 8 from O.	5
P	12 5 Ditto	56 Ditto	Ditto 12 from Underman	2
Q	12 25 Ditto	28 Sacrificed Rock	Ditto 12 to Qualpena	2
R	11 45 Ditto	40 Eyrore	Ditto 32 from Soolenaul	1
S	10 55 Ditto	48 Chittaway	Ditto 32 from Qualpena	2
T	10 00 Ditto	80 Tegapatam	Ditto 12 from Minicoy	3
U	7 45 Ditto	80 Cape Comaren	Ditto 16 from Kelley	2
W	7 10 Ditto	Direct. from Ceylon		2

A, B, C, D, E, H, K, L. The Islands mark'd with these Letters are not inhabited, because the Sea overflows them in many Places, and they are surrounded with Breakers and Rocks; but they commonly fish on A, B, C. and Cocoanuts grow on D; the Water ebbs and flows six or seven Foot amongst them. From L. lyes Breakers a League off on the South side. M, R, S, I, G, are the only Islands to Trade on. The Islands produce Cowries, Kyer, and Cocoanuts 20 md. Calicut of Kyer is commonly sold for five small Ibrabams or 15 rs. and 1 md. Calicut of Cowries, 3 rs. Surrat Cocoanuts are usually sold 1000 for 8 rs. the smaller sort being reckoned the best. T. and U. being the Southernmost of the Laccadeva's, afford dry'd Salt-Fish and Sea Cocoanuts, with other Necessaries, mention'd before. The Trading Islands send large Boats annually to Muscat with Kyer, Cocoanuts, &c. and return with dry and wet Dates, sometimes a little Coffee; they likewise send to Calicut, Cannanore, and Goa, and frequently return with Rice, &c. for Sustenance; the Channel's Navigable, and mostly safe, appears between the Island Qualpena and the Head of the Laccadeva's. Many Ships have been lost in going farther Northward. The King of Cannanore is the Person they acknowledge and pay Tribute to; and if any Ship be cast away, they insist on a very small Matter and no Force, but great Assistance and Friendship. At first when I put off the Malabar Coast, to go through the ten Degrees Channel, I found the Current set strong to the South South East and South East, from twenty five to forty Miles in twenty four Hours, 'till we got amongst the Islands, or two Degrees off the Main, then it rounds to the South South West and South West, about twenty two Miles in twenty four Hours, 'till you are two Degrees Westward of them, and then the Current goes wholly Westward about eight Miles in twenty four Hours. This I experienc'd the middle of February, 1707. and the Natives affirm, all the Easterly Monsoon it changes very little. If you fire a Gun near the inhabited Isles, and hoist your Colours, they will bring you Refreshment of Cows, Fish, Fowls, and good Water.

Note, The Islands Qualpena and Aucuttice have each a small River, where Vessels of 200 Tons may float in and clean.



A Prospect of my Landfall on the Coast of Arabia, when bound to Muscat, in the Ship Katharine, 1716.

BEING at this Point in the Latitude of twenty two Degrees thirty Minutes North, and twelve Leagues of the Southern Land at *A*. bearing North West by West. The low Point at *B*. I supposed Cape *Roselgate*, bearing North West by North, about ten Leagues distance, which is said to make like a Quoin both Ways; and a little Hommock at this distance on the Point appear'd like

an Island. I perceiv'd the Soundings very near the Land, and therefore hazardous; all our Fifth left us upon approaching the Land, and a great quantity of long round red Blubber pass'd by us, accompanied with red Crabs. The Land appearing barren, and very high.



This Prospect was drawn when I was eight Leagues off Shore, at which Time I was in the Latitude of 22 Degrees 58 Minutes North.

THE Land is Quadruple, and by my Almacantar Staff, was two Degrees thirty Minutes high, at the Letter *C*. I judge Cape *Roselgate* and Cape *Coliatta* twenty Leagues apart, the Land trenching North West and South East; I saw a Light in the Night under the High Land at *D*. which made me judge we began to approach the Fishing Houses, eight Leagues short of *Calutta*; in the Morning I saw the Houses on a Rock near the Sea, and two Fishing Boats, but had no Ground with eighty Fathom Water three Leagues off Shore; and a Mariner known to the Coast affirms there is no Soundings hereabouts, above Musket-shot off Shore, and that Rockey, till you approach *Curat*, which affords good Refreshment, belonging to the King of *Muscat*, and sandy Soundings thither. When you approach within twelve Leagues, you will perceive two Paps like Asses Ears, which

are so much short of *Muscat*. And your next Prospect is the Battlement, which appears between the broken Hills, after which you raise an Island that lyes off Shore a little Northward of *Muscat*. You have no danger going in but what appears in fight. It lyes in the Latitude of twenty three Degrees forty Minutes North, nearest; and if you Anchor in the Mouth of the Entrance, let it be on the Starboard side, where you'll have fifteen Fathom Sand. I sail'd from *Mangalore* the 13th of *February*, and arriv'd at *Muscat* the 13th of *March*, my Landfall was in the Latitude of twenty two Degrees thirty Minutes, by which you may perceive I met with Northerly Winds, and contrary for the most part. Variation here ten Degrees thirty five Minutes West.

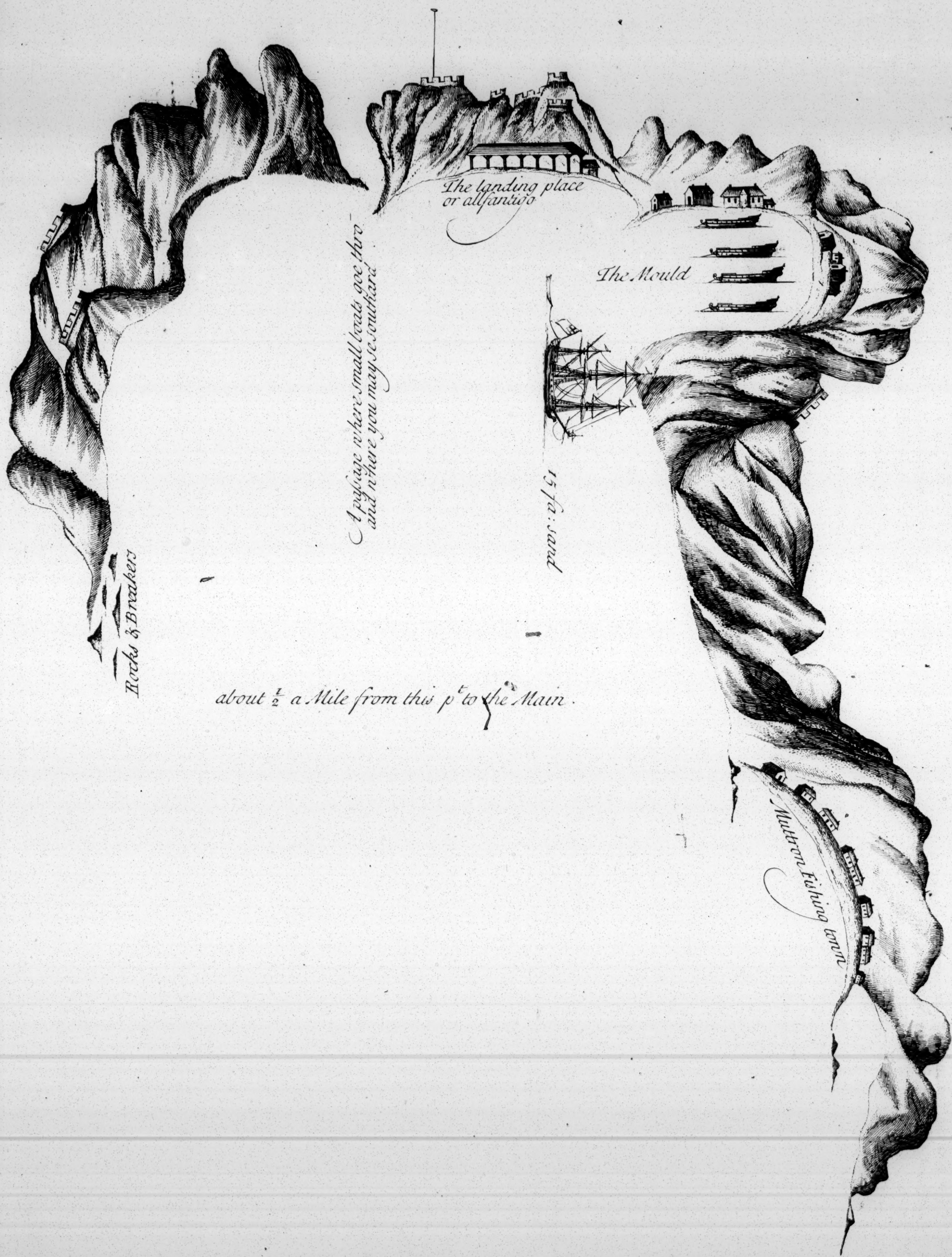


THE Port of *Muscat* is situated on a rocky, barren Soil, and serves for a Key to the *Persian* Gulph, the Town is very ill built, and cover'd with great Mountains, which hang over it in a most frightful manner; the Inhabitants are *Arabs*, who are little better than Pirates, fiery and treacherous, making more advantage by fraud, cheating, and pilfering, than by fair trading, which makes this Port very dangerous and inconvenient to Strangers, and I would advise every Trader that comes hither to have all his Eye-Teeth about him, or he'll get nothing by his Market. The Prince of this Place is call'd an *Imam* as at *Mocha*, but is of a superior Order; his Power not being confin'd to the limits of this Port alone, but extends thro' a large Tract of Land as far Southward as the Latitude of sixteen Degrees; a barren, unprofitable Country, for any thing it yields of its own natural production, yet is the *Imam* of *Muscat* master of an immense Wealth, for which he is beholding to his Title of *Guardian of Mahomet's Tomb*, and the Succession of the *Caliphship*, from that false Prophet fix'd on him by the *Turks*, tho' disputed by the *Persians*; it is upon this Account that the Neighbouring *Indian* Princes, as well as more distant *Mahometans*, who come in Caravans, send or bring Yearly rich Presents to him by the Devotees and Pilgrims, who come to visit *Mahomet's Tomb* at *Meca*, laden with wealthy Offerings to that Shrine of Error and Enthusiasm,

which also belong to this *Imam*, whereby he rolls in Wealth amidst a barren and unfruitful Soil.

There is a mortal Aversion between the *Portuguese* and these People, which will never be forgot by them. The greatest Trade of this Port lyes in Drugs, Allom, Bimston, Carpets, and Horfes, which they exchange for Guns, Arms, Price Goods, Pepper, and Rice, also they vend Elephant's Teeth which they fetch from the *Mosambique*, sending thither constantly every Season a small Fleet of Ships. Some have said they are not without Gold Mines, but I cannot say it of my own knowledge. They have Ships of very good Force, which they take from the *Surratters*, and double Man them; their Pilots are the ablest *Indian* Seamen I ever met with, generally Blacks, and very good Coasters, which Ships have great need of in the Sea about *Muscat*, the Coast being extremely high and rocky, which with the natural Barrenness of the Soil, renders it not only unlate, but also unpleasant and melancholly being here; the Anchorage lying very near and almost under some of these hanging Rocks, nor is it much better when you are got into the Road, which is very wild, but the Cove or Basin is safe; I fell in with this Land ten Leagues to the Southward of Cape *Roselgate*. The Air here is very hot, unwholesome, and unpleasant, the Water but indifferent, and all Provisions except Fish, dear and scarce.

The Port of MUSCAT, in the Latitude of twenty three Degrees forty Minutes North, 1716.



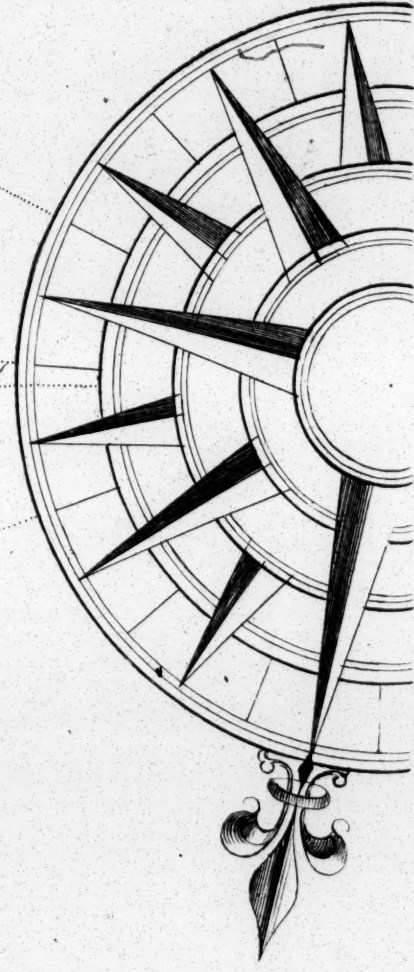
A Prospect of my Landfall from Muscat, near Bombay, the 12th of April, 1716,

WHEN I was in the Latitude of nineteen Degrees twelve Minutes North, at which time *Caranja* Island at *A.* bore East by South nearest, and the Elephant at *B.* bore North East by East. The Trees in the back Bay appearing as express'd, and we in fifteen Fathom dark Ouze,

five Leagues from the *Old Woman's* Island, I steer'd South South East, depths from nine to seven Fathom, to avoid the Sea Reaf. Variation per Amplitude six Degrees ten Minutes.



NEBE



A Prospect of the South side of the Island Saccatra, which lyes in the Latitude of twelve Degrees North, and two Islands call'd, The Two Brothers, mark'd with Z. likewise the Island Abdelcura, which ranges Westward from them, they lying nearest East and West of each other; Saccatra being about thirty Leagues long, and from the West End to the Rocks off the West End of Abdelcura, I reckon'd twenty Leagues, which is in all fifty. March the 30th. 1717.

THE Prospect of the Island *Saccatra* was taken when the East End at *A.* bore North East half North fifteen or eighteen Leagues, at which Time the Rock at the End made like a Sail: The West End at *B.* bore North about ten Leagues at that Time, then the Easternmost *Brother*, mark'd the 15th. bore North West by North seven Leagues, and the Western *Ditto* North West nine Leagues. These two Islands lye ten Leagues off the West South West End of *Saccatra*, and may be seen sixteen or eighteen Leagues; they make a little like a Neat's Tongue quoining, and are about two Leagues apart, no Shrub or Greens appearing on them, and are about four Miles long. As soon as you approach the West Point of *Saccatra* at *B.* you will see the Land trench away, as express'd, North West, which seems hilly making a Bay. When the Western *Brother* bore East North East fifteen Leagues Distance, the East Point of *Abdelcura* Island bore at *H.* North half East, and the West

End North by West half West eight Leagues. I saw the two *Brothers* in the Latitude of eleven Degrees thirty Minutes North; he who would go on the North side of *Saccatra*, should keep in the Latitude of thirteen Degrees North; and he who would run Southward, should run in eleven Degrees forty Minutes. At your first making *Abdelcura*, it makes in two Hills, with a Parting in the middle, it then bore North North West ten Leagues, and the Western *Brother* at that time being run very low, bore North East half East twelve Leagues; I saw red Blubber and Snails as I approach'd *Saccatra*, but a blackish Bird like a Cape Hen is the only remarkable Bird I saw a Day before I made the Island; I perceiv'd no Danger as I ran along these Islands four or five Leagues Distance. The Outset of the *Red Sea* made the Water seem as if there was a strong Current, but I found it insignificant and variable. I made Variation, West, fourteen Degrees off this Island.



Of my Landfall on the Coast of Ethiopia, eight Leagues to the Southward of Cape Guardefoy.

WHICH lyes in eleven Degrees forty Minutes North; Variation fourteen Degrees thirty five Minutes North Westerly, and bore North North West, as at *C.* being the Cape which makes the South Entrance of the *Red Sea*; I fell in with a high Ridge of Land, as at *B.* and seven Leagues off I perceived the Sea discolour'd of a dirty Green, and several Birds appear'd which are call'd *Gannets*, I then founded and found Ground with sixty five Fathom whitish Corral, and broken small Stones, the Land trenching North North West and South South East to Cape *Guardefoy* at *C.* and

between the Cape and Mount *Felix* at *H.* you'll perceive three Head-Lands shoot out, as describ'd; then you observe a small sandy Bay, with some Shrubs, the Bay made by Mount *Felix*. From the Cape to Mount *Felix*, is twelve Leagues West by North, and off the Bay, mention'd three Leagues, I had Soundings with thirty five Fathom brown Sand, when the Island *Abdelcura* bore North half East ten Leagues off the Western End. I steer'd West per Compass, and run nearest thirty Leagues, which produced my above-mention'd Landfall at *H.*

Note; From *C.* to *M.* is a Continuance of the *Ethiopian* Coast up the *Red Sea*, as it appear'd to me, and from thence put over to the *Arabian* side.

N

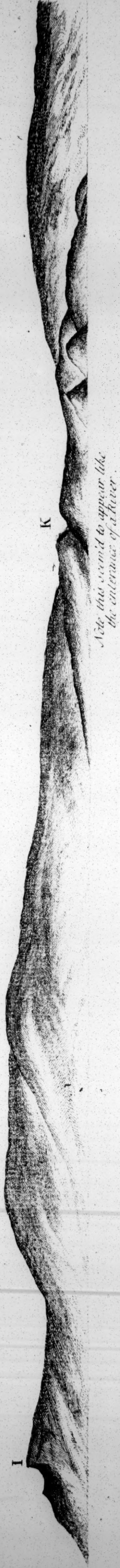
A Prospect

A Prospect of my Landfall, Southward of Cape Guardafoy, and from
thence to Mount Felice, which makes the Entrance of the Red Sea, on the
Ethiopia side.



A Prospect of a Cape-Land, which lyes about twelve Leagues within Mount Felix, on the Ethiopian side.

I T trenches up the Gulph, as appears to *K.* and so on, when it bore South East by East six Leagues, the Land trenching from Mount *Felix* hither West by South, as I have experienc'd on the *Ethiopian* side hereabouts. The Land very high, to be seen all the way in twenty Leagues Offing, and no Breakers along Shore.



A Prospect from K. above-mentioned, thirty Leagues up the Ethiopian Shore in the Red Sea.

I T is forty two Leagues within Mount *Felix*, and trenches West by South, as before-mention'd, at *L.* and *M.* The Land run out, when I was seven Leagues to the Eastward, like a Peninsula, and afterwards seem'd like two Islands, which as I approach'd, and run a little Westward, appear'd to be on the Main, one bore South East half East, and the other South East half South, at this Making, and five Leagues off, no Soundings; no Person should run above sixty Leagues on this side before he puts over for the Coast of *Arabia*, because there is a dangerous Shoal

ten Leagues broad, and as many into the Sea, on which several Ships have been lost: Do not offer to go a-shore on this side, without Force or great Occasion, for the Natives will cut you off. When you put over, observe that *Allen* lyes sixteen Leagues higher up the Gulph than any Draught lays it down, which occasions the Unexperienc'd to fall into a Bay to the Eastward of it, full of Overfalls and Dangers. The Land continues high and bold all the way.

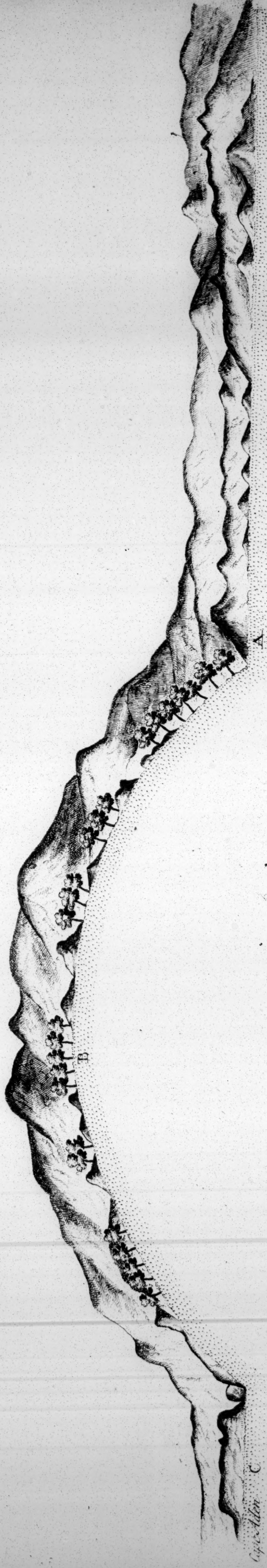


A Prospect

A Prospect of the first Bay which is made Eastward by Cape Aden at C. on the Coast of Arabia.

WHEN I was somewhat imbay'd, the Cape bearing, per Compaſs, Weſt three quarters South eight Leagues, I then had fixty fathom courſe Sand, with Shells and Pebbles, and judged myſelf five or fix Leagues off the low Hommockey Land, in the Cod of the Bay, at B. which appears like Iſlands, but are certainly on the Main; have great regard how you fall into this Bay, being dangerous from Overfalls and foul Ground, on which ſeveral Ships have been in Danger; beſides, you are obliged to hawl out South, which the Winds will not always

admit of, and upon any Accident the Natives cut you all off, as fatal Experience has demonſtrated. The Bay is ſeven Leagues deep, and about twelve broad; at this Point Cape *Aden* appears'd like an Iſland, as at C. and lyes thirty two Leagues ſhort of the narrow Streights of *Babelmandell*. You have no Anchorage in this Gulph to be truſted too, 'till you are the Length of this Capé. Ever keep a Man at Maſt-head to obſerve you are not Imbay'd or in Danger in this Gulph, for the Currents, Indraughts and Tides will deceive the moſt experienc'd. April 6. 1717.



This represents the Port of ADE N, in the Red Sea, on the Arabian ſide.

THIRTY two Leagues without the narrow Streights of *Babelmandell*, where I run in the 14th of May, 1717. to avoid a large Ship which chafed me from Mount *Felix* up the Gulph. I had Soundings off this Port of ſixteen Fathom Pebbles and pepery Sand, and as ſoon as you run into fifty Fathom the ſame Ground, you immediately are out of Soundings; here is no Danger but what is in fight, and good Retreſhment. This Place was lately ſurprized and taken by the King of *Shabar*, from

Perſons appointed by the King of *Mocha*, who took it from him thirty four Years ago; and ſince my being there, have been beaten out by the Soldiers of *Mocha*, and is at preſent in that King's Hands again. The Latitude of *Mocha* is thirteen Degrees North. Variation, Weſt, fifteen Degrees twenty fix Minutes. 1718.

FORMERLY this was a Port of very great Trade, ſubject to the *Imam* of *Mocha*, but has been taken and ſack'd by the wild *Arabs* of *Shabar* and *Maculla*, and retaken again by the *Imam* of *Mocha's* Armies, ſo that it now is in his Hands, and has of late Years been a Seat of War more than Trade, which otherwiſe need not have yielded to *Mocha*, being a more commodious and ſecure Port againſt Weather, as well as convenient for immediate putting to Sea; but by reaſon of the Inſults of theſe *Arabian Banditti*, it is now ſeldom or never touched at by *Europeans*, though I was obliged to put in here for Shelter from a Pyrate, who, as I thought, chaf'd me. I obſerv'd ſeveral Look-outs on the Hills, as deſcrib'd in the Draught, ſome of which mount Guns, but to little or no purpoſe, the Inhabitants keeping neither Diſcipline nor Method in any of their Works, a cowardly cruel People, wholly averſe to *Europeans*, maſſacreing moſt of them that fall into their

Hands. If they may be ſaid to have any Religion at all, it is *Mahometaniſm*. Their Way of living is Robberies of all ſorts, which is the Reaſon no Ships care to come hither, that can poſſibly avoid it, not but I found a few ſmall Veffels moor'd Head and Stern in the Road, trading from the *Mallabar* Coaſt. The Land round the Baſin is very high, on the extream Part whereof to the Seaward, there is a Light-houſe, which ſerves for a Decoy to Strangers, being ſometimes with and at other times without a Light in it, by which Means Mariners are at a loſs in the Night, to know if they are near that Coaſt, and ſo keep not a ſufficient Guard, but often fall in with them, and become their Prey. The Buildings are decay'd and ruinous, their Government Anarchy, and their Morals Self-Intereſt. If Ships of the largeſt Burthen ſhould happen to be forc'd in here, either by ſtrefs of Weather, or otherwiſe, they need not fear ſafe Anchorage according to the Soundings in the Draught.



Two Prospects of Cape ADEN in the Red Sea.

A. Is the Prospect of Cape *Aden* in the *Red Sea*, when it bore North West half West seven Leagues, and the Peak at *B.* bore at that time West North West nine Leagues, being the next remarkable Land Westward, as you run up the *Arabian* side for the narrow Straights. Keep be-

tween eighteen and thirty five Fathom, and you will have good Anchorage and Turning, tho' you may go safely into fourteen Fathom, if fine Weather, between this and the Babs, which is thirty two Leagues.



C. Is another Prospect of *Aden*, when you are imbay'd Eastward, bearing West three quarters South eight or ten Leagues, as express'd on the other side, appearing like an Island. At *D.* is the Prospect of Cape *Aden*, when you are near a-breast in forty Fathom Water, bearing North half West, from six to ten Leagues. In the Bay spoken of to the Eastward of this Cape, you have sixty Fathom six Leagues off the Bottom of the Bay, and your Soundings are Shells and Peb-

bles, with Sand. When you are shot three Leagues Westward of Cape *Aden*, and are as much off Shore, you have Soundings of twenty and twenty three Fathom grey Sand with Shells; and from this Cape to the remarkable Peak, mentioned above at *B.* is seven Leagues; the Course West and West half South, if you are three Leagues off Shore.

This is the Prospect of Cape Aden when near a breast in 40 fathom bear. N. W. from 6 to 10 Leagues.



*Cape Aden When in the Bay F. toward. Makes thus
Drawn West 3/4 S. 8 or 10 Leagues.*

Note, The Land under this Account I drew at one Prospect, when the remarkable Peak, mention'd above at *B.* bore North half West, I was then four Leagues off Shore, and six Leagues to the Westward of *Aden*, my Soundings green Ouze with Sand: That Peak is brought to appear, as represented at the Letter *F.* bearing as before express'd; I then made two sandy Bays of no Depth, the one Eastward at the Letter *E.* the other Westward at *G.* a white Hommock likewise appeared at *E.* being an Island in that Bay; and another remarkable one by it. This only represents the Land by the Sea side, being sufficient as that 'tis very high and odd in the Making, therefore more useful in Navigation.



This Prospect

This Prospect I drew at Anchor against the Sandy Hill at H. which lyes about fifteen Leagues to the Westward of Cape Aden, very near the Sea-side.

I Was in fourteen Fathom Sand, with Shells and blew Ouze very holding, because I had a great Sea, and a strong Gale of Wind, which made me lower Yards, &c. The Paps at H. bore North North East; the square sandy Hill, by the Sea-side at O. bore North by East; and the high Land of *Old Aden* at I. bore North West, we about two Leagues off Shore, I steer'd



This Prospect I likewise drew at Anchor, twenty two Leagues to the Westward of Cape Aden, and ten Leagues short of the narrow Streights in the Red Sea, call'd, Babelmandell.

Note, This Pylorage is on the *Arabian* side, between Cape *Aden* and the Streights before-mention'd, I was at Anchor in twenty one Fathom, midway between *Old Aden* at K. and *Miter Hill* at L. the Soundings very holding, being Sand and bluish Ouze tending to a Green. I saw a Trankey lye In-Shore very near the Buildings, which are Places to worship, and are constantly inhabited by religious Persons; the great Trees by it are very Remarkable; hereabouts the Tides and Current run very quick, because you approach the narrow Streights, which you must be cautious of approaching by Night, because you may mistake the Shape of the Land, as a *Dutch* Ship did, and run a-shore in a sandy Bay, on the Starboard-side, made by the Bab Hills. When you grow within five Leagues of the Streights, and as much of the *Arabian* side, your Soundings will rise at once from thirty to fifty Fathom, which is a certain Sign you are near the Streights of *Babelmandell*.



A large



Taken from this P^t

At this P^t the Southern of the seven Series are S. W. 5. Lead.

The Highest of D. W. S. W. 2. S.

The Northernmost N. W. B. W. 1. Lead.

The N. W. 1. P^t of Babelmandell Isle in which makes the broad straight N. W. 2. W.

The E. 1. P^t of Babelmandell Island making the straight N. W. 2. W.

The E. 1. P^t of Babelmandell Island making the straight N. W. 2. W.

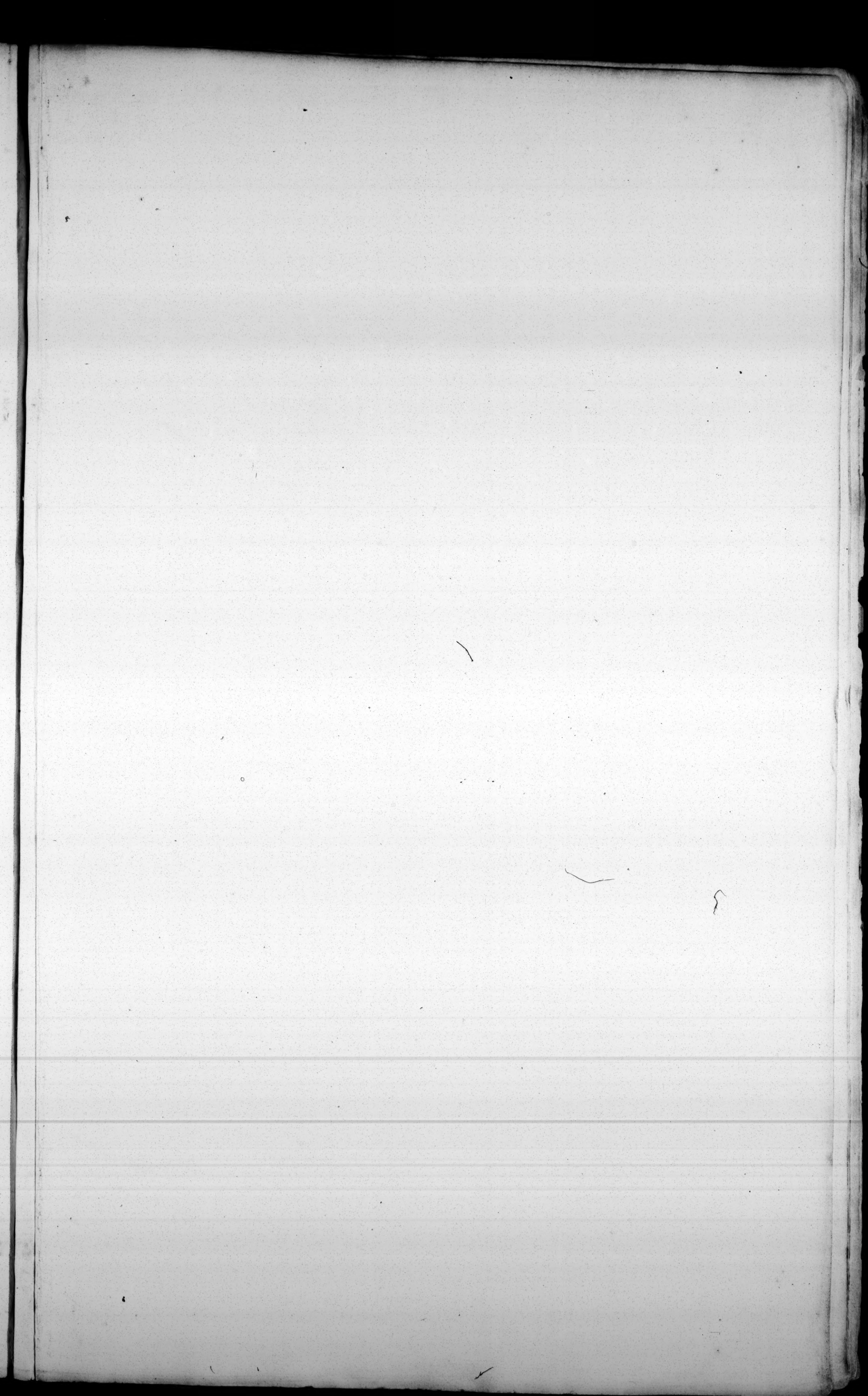
Babelmandell

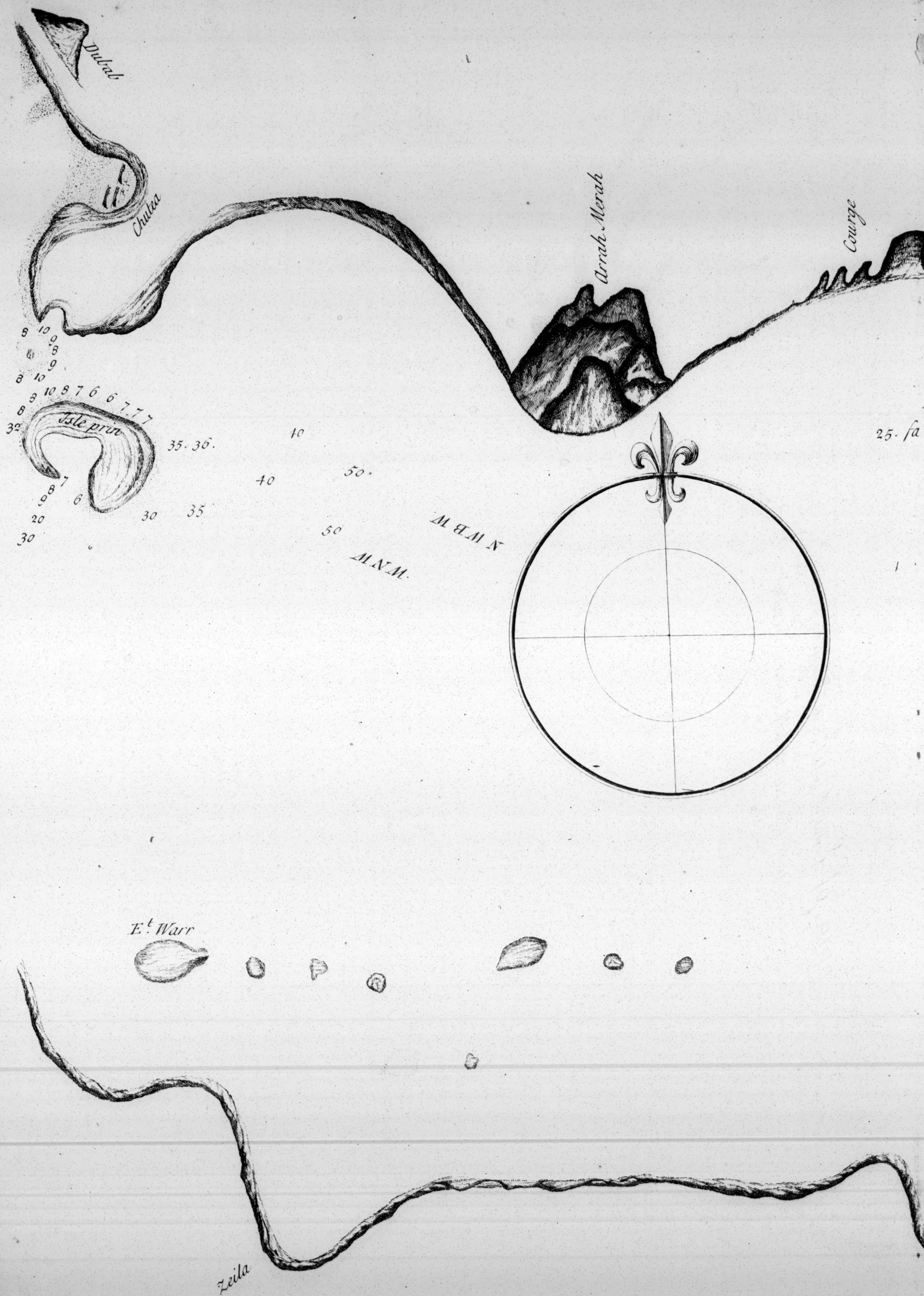
of a sand

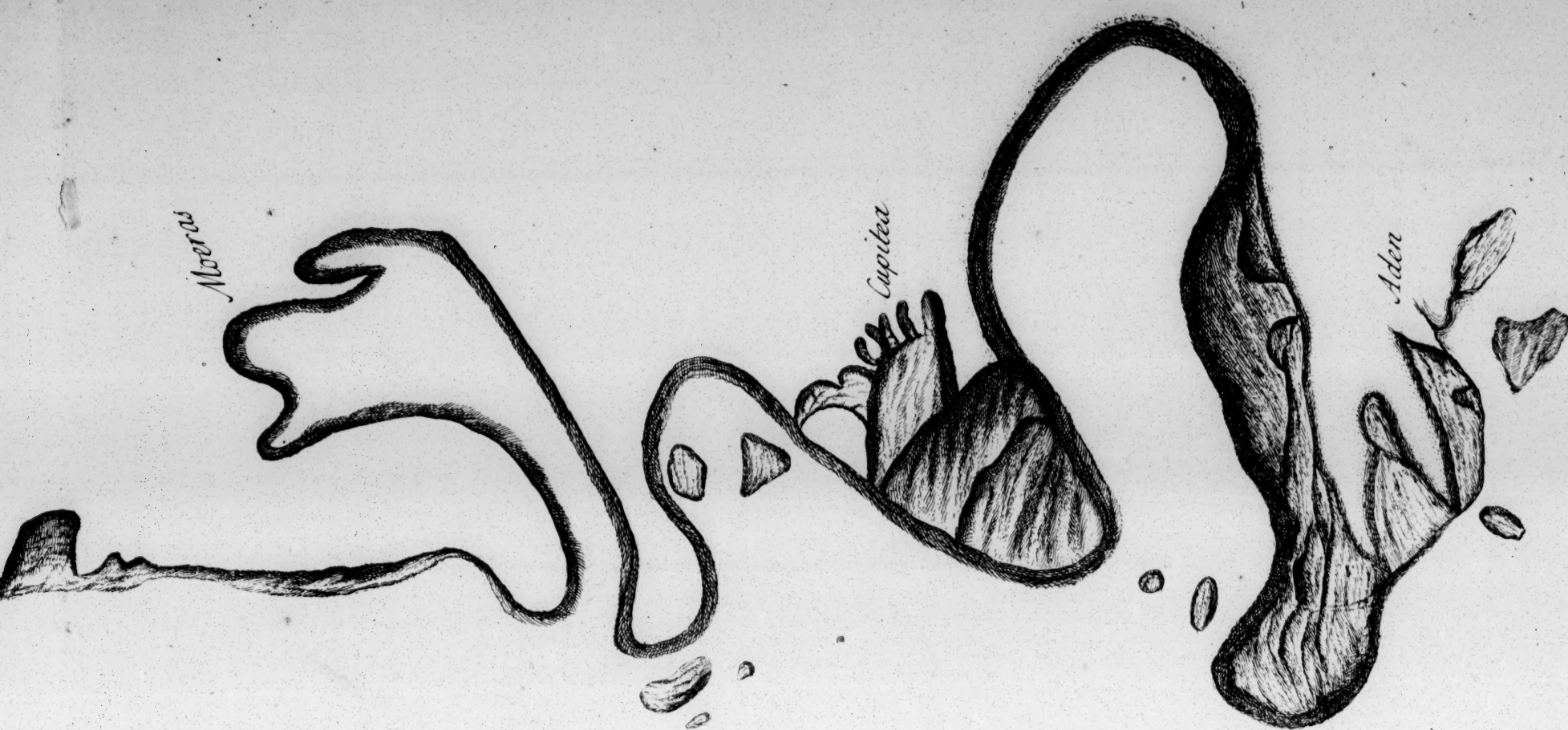
It flows here North and South, and on Full and Change runs two Miles and half in an Hour in the Gulf, and sometimes more, according to the Wind.

Babelmandell Island

The seven stones and Channel made by them on the Ethiopia side.



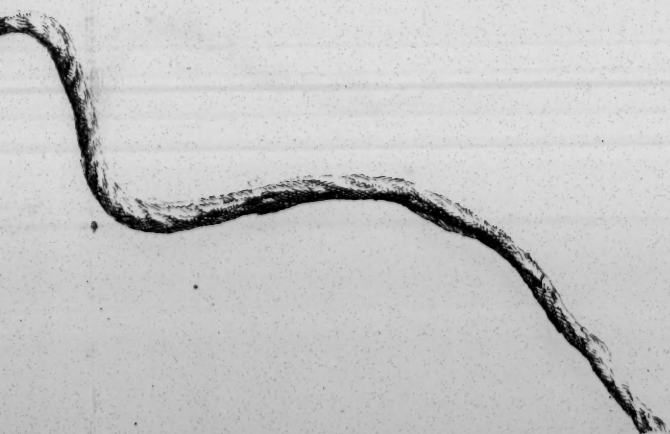




25. fa.

25. fa.

A Copia of Emmericks draught from Aden
to the narrow Straights of Babelmandell being as he says 30 Leag.



An Account of the Inhabitants and Port of MOCHA in the Red Sea.

MOCHA is the chief Port in *Arabia* for Drugs, and a sort of a Key to *Surrat*, for all manner of Peice Goods, and other Commodities, which are brought hither from thence by Shipping, and sent from hence by Caravans to all the Coasts of the *Mediterranean* over Land; and also from the Coasts of *Cormandell*, *Bengall*, and *China*, they import such Commodities as the several Places afford, for which Reason there is an universal Concourse of Merchants here at the Time of the Hodge, who bring Lead, Iron, Steel, Tutunague, Quicksilver, Sweetwoods, coarse *China*-Ware without Figures, Benjamin, Camphire, Rice, Beetlenuts, Ginger, Cardamums, Saffron, Spice of all sorts, and all manner of *Indian* Commodities which sell very well here at Times.

It is mostly inhabited by *Arabians*, a proud insolent People, and very tricking, not but there are of other Nations in the City, as *Ethiopians*, *Banyans*, *Jews*, &c. but they are little better than Slaves to the *Arabs*: As for the *Ethiops*, the first Footing they ever had here was Slavery, being brought hither by Merchants, and sold as such; those few who have their Liberty, and are of any Substance, have procur'd their Manumission by embracing the *Mahometan* Errors, and serving as Soldiers against the Savages.

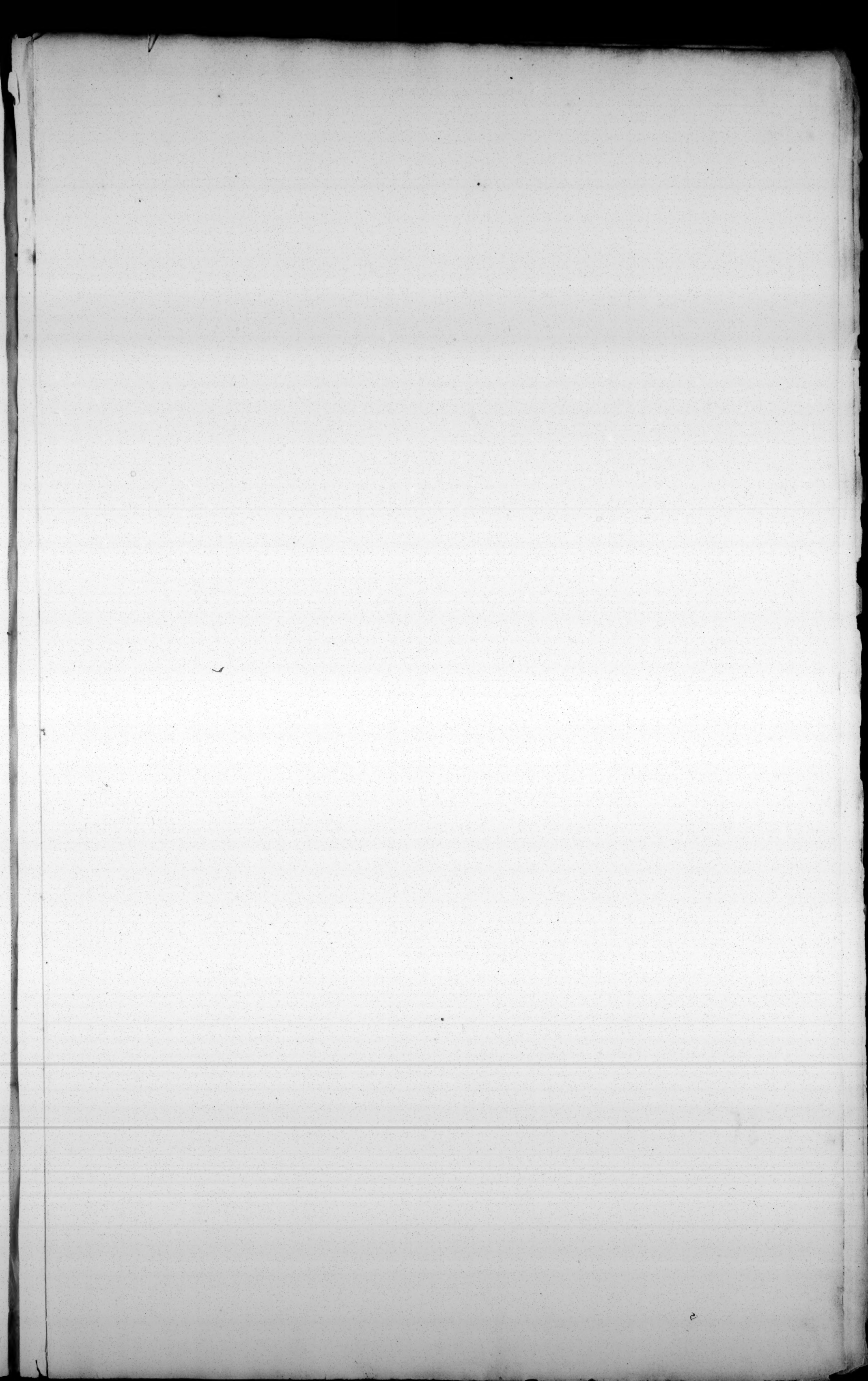
The *Jews* swarm here, as indeed they do in all Places where they can get any manner of Footing, being a fly insinuating People of prodigious Assurance; they have their Rights, Customs, Synagogues, and other Marks of Liberty as well as the *Mahometans*; they as well as the other Inhabitants are under an *Arabian* *Imam* or Governour, subject to, and in continual fear of the

Grand Seigneur, which is the chief Reason of the insolent and intolerable Behaviour of the *Turks* here, who oppress and tyrannize over the rest of the Inhabitants, without any Distinction.

The Air here is extremely hot, the Water very bad, Provisions dear, and the People knavish; but these Inconveniences are made up by the Choice of Goods we meet with, and the Reasonableness of Port Charges, an Article of greatest Weight in point of Trade, which could *Surrat* once attain to, it would unexceptionally be the best Market in these Parts.

I cannot conclude the Account of *Mocha*, without shewing my Compassion to its Female Inhabitants, who though tolerably well-featur'd, and some of the *Georgian* Race extremely fair and beautiful, are nevertheless as great Slaves to their tyrannical Husbands as any in *India*, doing the Drudgery of the Family, and submitting to the most fatiguing Circumstances of Life, always, or at least for the most part, confin'd to their Houses, which makes them extremely shy and afraid of Strangers, yet cannot this secure them against the Jealousy and Ill-nature of their Husbands.

The Product of this Place, besides what is brought by Shipping, is Coffee, Olibanum, Myrrh, Senna, Magit, Aloes, and several other Drugs. Ships begin to enter this Gulph in *December* and *January*, and quit it in *July* or *August* at farthest. *April* and *May* are hazardous Months to attempt a Passage up this Gulph, tho' many Ships succeed, after much Fatigue, with Calms, Currents, contrary airs of Wind, intermix'd with Fogs.



Lat^d 13° 30' N^o

Mocha Road.

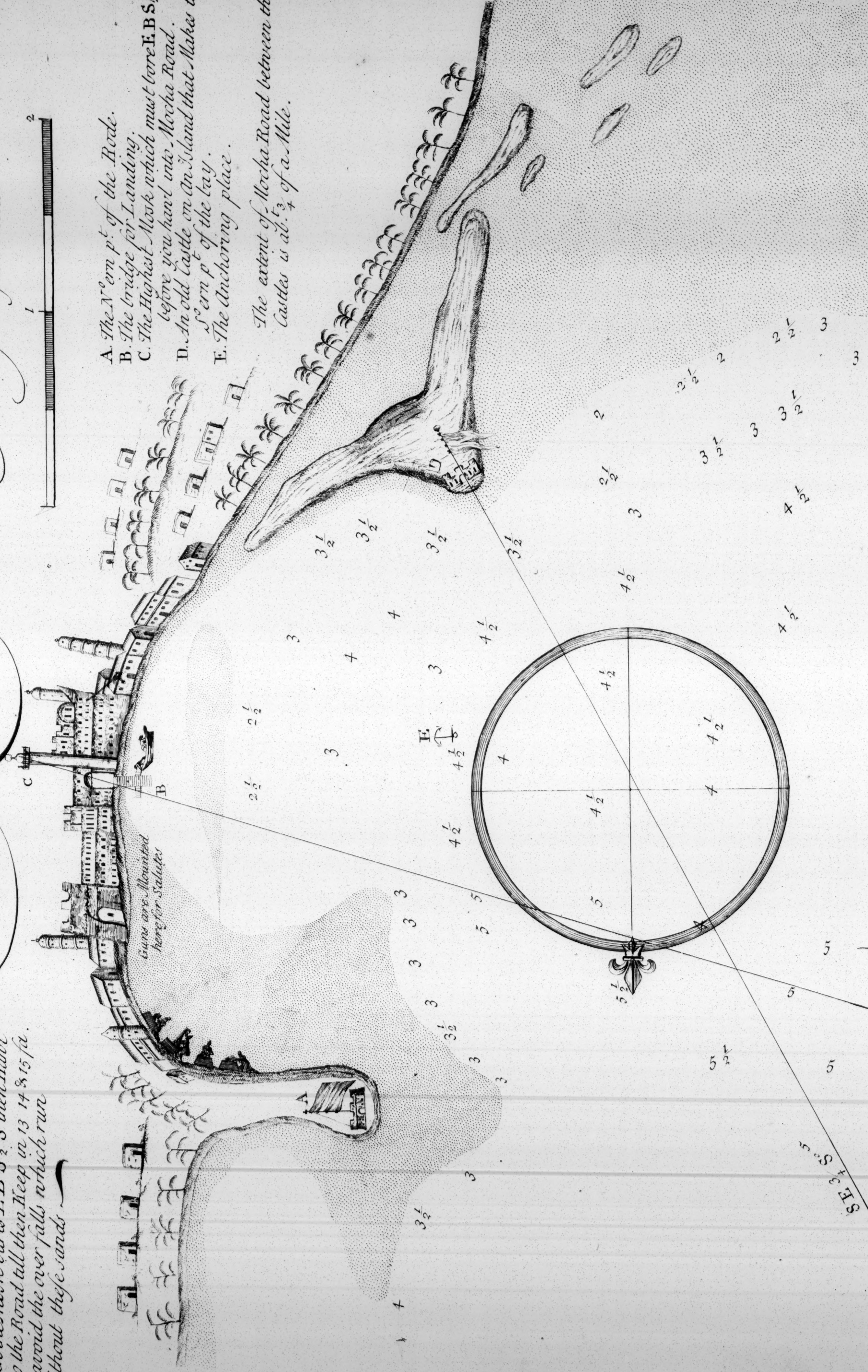
When the Mook bays E.B.S. $\frac{1}{2}$ S then Hurl into the Road till then Deep in 13 14 & 15 fathoms to avoid the over falls which run without these sands

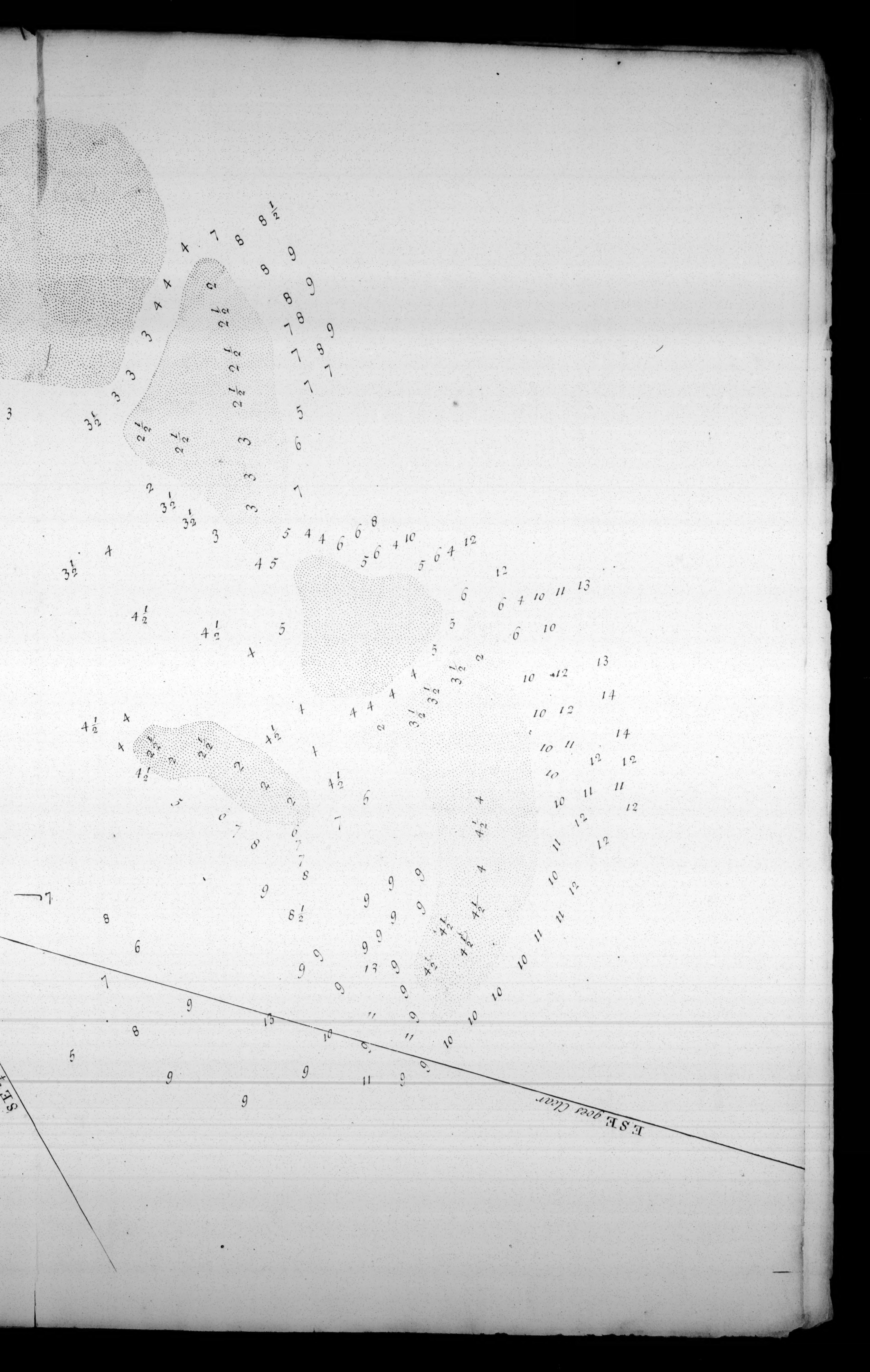
A Scale of 2 English Miles.



- A. The N^om p^t of the Road.
- B. The bridge for Landing.
- C. The Highest Mook which must bore E.B.S. $\frac{1}{2}$ S before you haul into Mocha Road.
- D. An old Castle on an Island that makes the S^om p^t of the bay.
- E. The Anchoring place.

The extent of Mocha Road between the Castles is ab^t $\frac{1}{3}$ of a Mile.







OF THE

INDIAN MALABAR, or CUNATICK COAST,

AND OF

The Inhabitants of the MOGUL'S DOMINIONS.



IF the Advantage of an agreeable Prospect, settled Weather, commodious Ports, and variety of Refreshments can any ways contribute to make a Sea-Life agreeable, the Sailing along this Coast (during the Easterly Monsoon) is certainly most delightful, when you are not only assur'd of a favourable Wind, free from Storms and Hurricanes, (which often affect the narrow Seas) but you have convenient Ports to put into for fresh Water, Provisions, or whatever else you stand in need of, without Danger: You meet with that Order and Regulation in all publick Dealings, that the Plenty of every Thing is not a greater Convenience than the Pride and Beauty of every Season being always ready in their Turn to ship off, as Occasion requires; an Article of no small Advantage to Traders, who, in such Voyages, have no Time to lose: Add to this, the Safety of these Seas, either as to Rocks or Shelves, and it must be allow'd as pleasant Sailing as any in the World.

The chief Commodities which this Country affords are, Pepper, Rice in abundance, *Cassia Ligna*, *Cardamoms*, *Agala*, Sapan Wood, Copra, Beetlenut, Tobacco, Cochineel, Steel, Cachally, Turmeric, Ginger, some Spice, and several sorts of Peice-Goods, which are worn by the Inhabitants, both Natives and others; besides these, there are other Commodities brought yearly hither from several Parts of *Asia*, as Gold, Sugar, Tea, Poreclain Ware from *China* and *Japan*; Opium, Sugar,

and Peice-Goods from *Bengall* and the Coast of *Cormandel*, which lye ready at the several Ports along this Coast to be exported to *Europe*, or any other Part, in return for their Goods or Money.

The Inhabitants of *India* may be divided or rang'd into five several Sorts or Degrees, each boasting of a different Extraction, as,

I. *Gentues*, who pride themselves much in their Antiquity, being the *Aborigines*, or first Possessors of that Country.

II. *Monguls*, or *Moguls*, who claim a Right by Conquest under *Tamerlane*, pouring down a great Army from the Mountains of *Tartary* through *China*, over-ran and settled in *India*.

III. *Portuguese*, who as the *Moguls* got Footing here by Land-Conquest, did the same by their Fleets at Sea, and were the first *European* Discoverers of these Coasts.

IV. *Dutch* and *English*, who assisted the Natives in the Expulsion of the *Portuguese*, and afterwards, by reason of the great Advantage of their Trade, got leave to settle Colonies and build Forts, which they have since enlarg'd by Force.

Q

V. *Moors*,

V. *Moors*, who are chiefly *Turks* and *Arabians*, a cruel and deceitful People.

Of these five sorts of Men consist the *Indian* Polity, whereof the *Gentues* divide themselves into *Brachmans* or Priests, *Raspoos* or Soldiers, and Merchants or Tradesmen: The first of these apply themselves wholly to the Study of Letters, Knowledge of the Laws, and Service of the Temples, and are known from the rest of the *Gentues* by their peculiar Gravity of Habit, large Turbans, and a *Pythagorean* Y painted on their Foreheads between the Eye-brows, descending towards the Nose: As to their Opinions, they are all *Pythagoreans*, and hold the Transmigration of Souls.

The *Gentues* in general are distinguish'd from the other *Indians*, by wearing little Beards, painting their Bodies after a particular manner, not used by either *Moguls* or *Moors*, and burning their Dead, which is a savage melancholy Ceremony; for not only the Body of the deceased Husband (if a married Man) is consumed by the Flames, but the miserable Wife generally meets her Fate in his Funeral Pile, jumping into the Fire, and perishing in it: Whether this is done out of Love or Necessity, I leave the World to judge, from the Circumstances she generally is left in, the *Great Mogul* being the universal Heir of all, and the Widow neither look'd on by her own nor her Husband's Relations, after his decease, is oblig'd either to end her Life when her Widowhood begins, or waste her Days in a lewd dissolute manner in the Stews, the only Way left her to get Bread, a Woman enjoying nothing she can call her own: If this be her Choice, her Head is shav'd, and she instantly commences Prostitute; but for the most part, her nearest Relations get about her, as soon as her Husband is dead, and what by Persuasions, and what by giving her a large Quantity of a Drink call'd *Dury*, (which intoxicates the Brain, and prompts to excess of Passion) they prevail upon her to avoid the Infamy that attends the other Choice, and in the heat of Frenzy to throw herself headlong into the Flames of the Funeral Pile; which she has no sooner done, but Persons placed near on purpose fling great Logs of Wood upon her to keep her in, lest, repenting her Bargain, she should return and tell them, *a burnt Child dreads the Fire*.

Of this Sort chiefly are the *Malabars*, who are most of them *Gentues*, though not without a Mixture of *Moors*, *Banyans*, *Amenians*, *Portuguese* and *Persians*, a lazy, supine, indolent People, managing with difficulty their Husbandry and other Affairs, and bringing up their Families in the same Defection of Life.

The poorer Sort of the *Gentues* are either Labourers, Peasants, *Coolies*, *Trassets*, or *Holencores*; a poor miserable Race of People, of no Extraction, Slaves in the lowest Degree, and scarce worth Notice, serving to the meanest Offices, insomuch that they are not permitted to intermix with the better Families, either in Marriage or Funeral; nay, not so much as in common Conversation, in the most minute Circumstances, they holding it a Disgrace, and even a Pollution, to talk with any of this wretched Brood.

In general the *Gentues* are Black or Tawney, tall of Stature, large Boned, and long Hair'd.

The *Moguls* or *Moguls*, which are the second Sort of People inhabiting this Part of the World, are the Progeny of those who follow'd *Tamerlane* in his Wars, a tyrannical, insolent Race, invading the Liberties and Properties of the ancient *Indians*, or *Gentues*, with a heavy Hand, tho' much more tolerable now than at the Beginning of their Settlement; invited hither by the Plenty and delightful Situation of this Country, to forsake their own native barren Rocks; not a little proud of their Complexions, calling themselves *Whites*, in opposition to the poor *Gentues*, scorning and despising them for their Defect, which is but little mended in themselves, the Heat of the Climate having made them of a Straw-colour. Of this Race is the Sultan or Emperor, whose favourite Title is that of *Great Mogul*, reckoning not many Descents from the famous *Tamerlane* before spoken of. Of these Princes not the least famous was *Aurengzebe*, a wife, politick Man; it was his Custom to create all his *Omrabs*, or Grandees, out of his own Countrymen, not that he kept them about his Person, or suffer'd them to live (tho' at a Distance from him) in the same Part of his Empire out of which their yearly Stipends arose, for none have any Freeholds except the Emperor; but sent them into Countries where they had no manner of Interest or Dependence, which had this double Convenience, that not having any Estate there, they had no Influence over the common People, which our *English* Noblemen have as their Tenants or Vassals; and also, being stinted in their Allowance, they were oblig'd by Rapine and Cruelty to extort Contributions and Taxes, both from Gentry and Soldiers, thereby to support the Grandeur of their Government, and enrich themselves on the Spoils of the People, which they have no sooner done, but they were recall'd, and forc'd to refund into the Emperor's Coffers: Thus did *Aurengzebe* enrich himself by the common Odium, that falling on these *Omrabs*, the Instruments of the Oppression, who were lov'd and trusted by the People, might soon rebel and shake off that Yoke which they uneasily wear: Besides this, as a greater security of their Faith, whenever an *Omrab* was sent to a Government, his Wives and Children were left at Court, entirely at the Emperor's Disposal, as they approve themselves more or less zealous in the Government Interest abroad.

The vulgar Language in *Indostan*, is an irregular Tongue, and difficult to learn, neither have they any proper Character, whereby to signify their Words and Meaning in Writing; the written Language being call'd *Banyan*, and is a Jumble of the *Persian* and *Sclavonic* Dialects, as indeed are all the *Indian* Languages, not without some Resemblance, both of Sound and Figure, in some of their Words and Letters, with ours, which doubleless arises from the vast concurrence of *Europeans* courting their Friendship and Commerce. At Court they speak nothing but the *Persian* Tongue, and that tolerably well.

The Women are low of Stature, inclin'd to Fat, and of a round Viſage; they bear Children much sooner than our *Europeans*, and on course have done before them, and what is a Happiness our fine Ladies would envy them for, they have easy and short Labours; they are good and tender

and tender Mothers, and mind the Affairs of their Families more than the little Arts and Coquetries of Gaiety and Dress, so much in use among the *Europeans*, not that they are flurtish neither, but always neat and clean, love little Hair, and that take great Care of: The wealthier Sort load themselves on their Necks, Wrists and Ankles, with Fetters of Gold and Silver, which the Meaner imitate with Copper, Glafs, and Tutenague (a sort of meliorated Lead) adding Rings to their Ears, Noses, Fingers, and Toes: One Thing I much commend in them, they never change the Fashion of their Cloaths, which with us is a greater Charge than their wearing out; they use neither Shoes nor Stockings, never Swathe their Children, yet they are finely shap'd, and you shall seldom see a Grey-eyed Woman: They are the most obsequious and obedient Wives in the World, even to a Fault, making themselves rather Slaves than Companions to their Husbands, dressing their Victuals, waiting on them at Meals, setting down afterwards to the Refuse of the Banquet.

The third Division of the Inhabitants of *India* are the *Portuguese*, who were the first Invaders by Sea of this Part of *Asia*; and such was their Success, they had doubtless subdued all *India*, had not we put a stop to their Conquests by the famous Victory obtain'd at *Ormus*, which Opportunity the *Dutch*, who were always a cunning and watchful People, observing, they also fell upon them before they could recover their first Loss, and reap'd the richest Fruit of their Labour, taking from them their Spice-Trade, the most considerable Branch of the Produce of this Eastern World. Their chief Settlement is at *Goa*, as mention'd in the Account of that City.

The fourth Sort of appropriated *Indians* are the *Dutch*, who, how much soever averse to Monarchy in *Europe*, never dar'd trust their Acquisitions in *India* to the Care of an *Asiatick* Commonwealth. Their Governour-General and chief Station is at *Batavia*; this Officer's Power is unlimited, extending all over *Indostan*. Their Merchant Ships are as much dreaded by the Natives as tho' they were Men of War, they Seizing rather than Trafficking for Commodities in the several Ports; but as this tyrannical Way of proceeding, on one hand, keeps the Natives in Subjection, who are a servile sort of People, and will do more out of Fear than Love; so, on the other, it makes them seek Redress among the *English*, whose more civiliz'd and polite Behaviour is a Refuge to them from the Barbarities of the other. Both *Dutch* and *English* are dispersed among the Islands on this Coast, as well as on the Continent, the Chief of whose Settlements I have already taken Notice of. It is worthy Observation, that the *Dutch* are more cleanly and abstemious here than at home, frequently Bathing, and refraining much from Flesh Meats, which renders them more healthy and sweet than Nature design'd them. The Completion of both *Dutch* and *English*, changes to a little better than Mulatto by continuing here, where the Sun-Beams have more power than with us.

The fifth and last sort of *Indians* are the *Moors*, who are a mix'd Progeny, partly *Turks* and partly *Arabs*, inheriting as well the Pride and Insolence of the one, as the tricking Frauds of the other. They are of the *Mahometan* Religion, after the *Ottoman* Opinion, who assert, that the Succession of the Caliphship, after *Mahomet*, came to his Brother, whereas the *Persians* or

Chians, and after them the *Moguls*, will have it in the Daughter, which Dispute has been carried on with that Vehemence on both Sides, that the Professors of each Opinion neither eat nor converse together; it is to this Cause, may be attributed the long and dreadful Wars between the *Persian* and *Grand Seignior*, which have stain'd both Opinions deep with Blood.

If the *Gentues*, or native *Indians*, are much harass'd with the tyrannical and cruel Usage of the *Moguls*, or *Seythian* Conquerors, they are no less oppress'd with the unmerciful and encroaching Temper of these *Arabian* Interlopers, who owe their Footing here to nothing but their own Assurance and thirst of Wealth, they preserve their own Customs, unmix'd, with these of the Natives, as to the Burial of their Dead, wearing great long Beards, and other Things, some whereof are owing to Religion, but more to Obstinaacy.

The great Corruption of the most strict Sect among them, is a convincing Proof how little Effect Religion has upon them, and how much Interest. A *Fakier* should be a holy Man, entirely forsaking the Enjoyments of this World, and giving himself up to Poverty and Prayer; I cannot omit saying, that I believe *Mahomet*, who one while profess'd this sort of Life, mix'd with that of *Eremit*, drew his Copy from that admirable Original of Hypocrisy, a *Mendicant-Fryar*. These *Fakiers* are nevertheless in such good Repute in *India*, as to be esteem'd Sacred, even though before their Profession of that Life they were Traytors, or otherwise never so Vile, this Habit not only screens them from Justice, but intitles them to the Esteem and Charity of the whole Kingdom, and it has been recorded of some of them, that when the Emperor has talk'd harshly to them, they have even dar'd him to his Face. Of this Tribe are many vile, licentious, prophane Wretches, who having taken this Asylum from the Hand of the common Executioner, continue, or rather improve upon their former Vices, to the no little Scandal of the Profession; they wear a Saffron-colour patch'd Gown or Cloak, and beg up and down the Country, with a Horn and a Bowl; at the sight of any of them, the Master of the House flings open his Doors, and they go in and take whatever they please, nay, even the very Women are not deny'd to their Lust; so they rove from one House to another, seldom sober, always cursing, and committing all manner of most shameful Actions. Under this Vail foreign Spies frequently pry into the greatest Secrets, both publick and private, no Body daring either out of Conscience or Custom, to suspect or censure those who bear the great Sanction of Religion to their Actions; but what is a greater Cause than either of their Security, is the great Favour and Indulgence of the *Great Mogul*, who is their Patron, he having (during the late Civil Wars) conceal'd himself among them, till his Brothers had destroy'd one another, and open'd thereby an easy Passage for him to the Throne.

Of the same Stamp is another Sect of Religion among the *Gentues*, call'd *Banyans*, rather, if possible, worse than the *Moorish Fakiers*; they are a Compound of *Jew* and *Gentile*, the best Mixture in the World to make a Stock-Jobber. They are, as to *Judaism*, of the *Pharisaical* Brood, which makes them love to be outwardly Zealous of religious Duties, which they perform in the Heathen Temples of the *Gentues*, like the *Samaritans* of old,

a dar-

a dangerous Race of Hypocrites, obstinate in their Opinions, tenacious of their Customs, strict Preservers of their ancient Rights and Ceremonies, ridiculous Observers of Omens, and foolishly Superstitious in all Things, inasmuch that they hurt no manner of Insect; but all this Formality of religious Hypocrisy is forgot, when out of the Temples they leave all behind them there, and in the Market are the greatest Villains in the World, sticking at nothing, however base, to make an Advantage.

The several Sorts and Sects of People before described, are dispersed and intermix'd one among

another throughout all the *Mogul's* Dominions, agreeing very well together in Matters of Trade and Cheating; but in every thing else keeping themselves to themselves, for the sake of Religion.

The chief Places of resort among the *Europeans*, to Trade with these Eastern Zealots, are, *Bengall*, *Fort St. George*, *Callicut*, *Goa*, *Cochin*, *Bombay-Island*, *Surrat*, *Mocha*, *Muskat*, *Carwar*, *Anjengo*, *Mangalore* and *Ceylon*, of all which, I have already spoke in their Order.

E I N I S.





